

*Twice a Month!*



# **messing about in BOATS**

*Volume 9 - Number 24*

*May 1, 1992*





messing  
about in

## BOATS

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## Our Next Issue...

Will feature Dave Stookey's log of his solo row across the Bay of Fundy, held over so it could accompany Bill Sayres' chronicle of his sail across the Bay, an interesting juxtapositioning of adventures. Jim Lacey will report on the Mystic Yachting History Symposium which this year featured southern New England boatbuilders and remarks from John Gardner. Richard Schaab continues his story about building his sharpie schooner "Mary Ann", and Jim Michalak presents a discussion on building oars. Designs will include Phil Bolgers' 30' Ostar entrant and the final designs from "American Duck, Goose & Brant Shooting", two paddle powered duck boats. An array of turn-of-the-century British steam launches will be pictured also, thanks to Matthew Farmer.

## On the Cover...

Richard Schaab's 30' sharpie schooner "Mary Ann" is the subject of a feature article beginning in this issue. Richard designed and built the lovely craft in 1971 and still sails her successfully today at age 78.

# COMMENTARY

Optimism was the aura prevalent at the Maine Boatbuilders' Show in Portland in late March, there was a really upbeat atmosphere as the 100 plus builders and suppliers of the sort of boats we prefer were inundated by about 7,000 enthusiastic boat nuts in Phin Sprague's old mill building complex on the Portland waterfront. At one point on Saturday, despite the overnight 12" snowfall that created early morning parking jams, Phin says they were coming through the door (it's just A door too) at a rate of 10 a minute, and the ticket sellers were busy indeed.

So were the exhibitors as this flood of informed people flowed through the two floors of displays and engaged exhibitors in virtually unending discussions about their boats and gear. It was exhausting after eight straight hours but also exhilarating as interest ran very high and the crowd was a informed one, little of the dumb questions that people who go to boat shows for entertainment ask. Inevitably the question was in the air, "Did you sell a boat?", and the answer was that some did write orders, most did not, but looked to future business as a result of their contacts made.

Jane and I had a very enjoyable time, as many of you stopped by our booth to say hello. We were interested in reaching out to new people of course to build our subscriber list, but the pleasure of saying hello to many of you long-time readers was a personally rewarding experience. On Saturday, Jane had things to do at home so I stayed in the booth all day, Friday and Sunday she took care of the booth while I roamed the show to gather news and photos and gain a sense of how it was going.

In the March 15th issue I spoke here about my enthusiasm for this boat show, and the upcoming Wooden Boat Show in June, as positive indications of the determination of small boat builders and the supplier trade to survive the current economic "recession", and as focal points around which small boat enthusiasts could gather, whether to buy a boat or some gear, or to just indulge in dreams of such for the future. More than any print advertising can achieve, the personal contact of a builder and the interested public is the most effective way to acquire identity and display the real nature of one's products.

Next month the show is in Newport, RI, in entirely different surroundings, a waterfront yachting center, with by then a harbor full of boats and decent outdoor weather. The support in March for a boat show in an old factory building in Maine certainly inspires optimism that Newport in June will attract all who care about wooden boats, those in the trade and those who would patronize them. "Wooden Boat" magazine is still adding attractions to the show, and the exhibitor list is now well over 100, with over 60 builders. And NO TRINKET SHOPS! Every exhibit is nautical related, and the growing list of demonstrations and on-the-water boating events threatens to overwhelm one's opportunities to take it all in.

Despite the "expensive" nature of Newport as a yachting and tourist town, and "Wooden Boat's" main focus on large and costly classic craft, the show is very affordable for the small builder, who can get a space outside on the grounds for any size boat that can be trailered in for as little as \$150. By making it possible for the low budget small builder to present his work, "Wooden Boat" is really doing the whole trade a great service. And the on-the-water dock exhibits provide the opportunity for demonstrations of the boats so displayed, even "test drives". This is going to be a really great experience for anyone who loves wooden boats, large and small, both ends of the scale will be represented in force. We'll be there, and look forward to again saying hello to all of you who stop by.



# HAPPENINGS

## SEVERAL MESSABOUTS

Three gatherings for home-built boat folks are scheduled this spring to date: May 2 in the Houston/Galveston TX area (Chris Berg, (409) 925-1377); June 13-14 at Shelbyville, IL (Jim Michalak (618) 537-2167); and June 13 at St. Ignace, MI (Dick Boisclair (906) 643-7980).

## ERA OF DISCOVERY EXHIBIT

The Maine Maritime Museum of Bath, ME, opens a new historical exhibit, "New Worlds: North Atlantic Seafaring in the Era of Discovery" on May 3. It will remain open until January 31, 1993 in the Maritime History Building. Melinda Lake, (207) 443-1316.

## HAMPTON ONE-DESIGN EVENTS

The Hampton One-Design Association has three events scheduled in Hampton and Norfolk, VA, this season to date: May 9: Spring Novice Regatta. June 14: Cofer Workshop. August 21-23: Nationals. Scott Wolff, (804) 463-6895.

## GREAT SMITH RIVER CANOE RACE

The 18th annual running of this event, for all levels of skills, will take place May 16 in Wolfeboro, NH, organized by the Wolfeboro Lions Club. Doug Cady, (603) 569-2254 (office), (603) 569-1632 (home).

## URBANNA SMALL CRAFT MEET.

The Urbanna Small Craft Meet will be held May 16 at the Christ Church School waterfront in Urbanna, VA. We can't possibly have 50mph winds again this year! John or Vera England, (804) 758-2721.

## 40 YEARS OF SAIL EDUCATION

Mystic Seaport Museum's classic schooner "Brilliant" begins its 40th year of sail education on the May 29 - June 1 with weekend sails for adults on adjacent waters of Long Island Sound. Mystic Seaport Museum, (203) 572-5323.

## ALBANY BOATBUILDING SEMINARS

North River Boatworks of Albany, NY, has scheduled two summer sessions of their five-day boatbuilding seminar, on June 8-12 and July 13-17. North River Boatworks, (518) 434-4414.

## THE SOPHISTICATED PRIMITIVE

Jim Dina, author of the "Voyage of the Ant" ("Boats" March 1, 1991) presents a talk and demonstration on primitive birchbark canoe building as done prior to the European arrival in North America on June 21 at the Connecticut River Museum in Essex, CT. Conn. River Oar & Paddle Club, (203) 388-2343.

## CATHERING THE SKIN BOAT TRIBE

An informal gathering of skin boats (frame & skin construction), kayaks, baidarkas, canoes, will take place in Bayfield, WI, during the Inland Sea Kayak Symposium June 19-21. Bob Boucher, (414) 476-3787.

## SHIP MODELS AS ART

The Museum of Fine Arts in Boston, Ma, will open a permanent exhibit of thirty historic ship models on June 26th in a newly renovated gallery. Jennifer Anderson, (617) 267-9300 ext. 447.

## GREENLAND KAYAK BUILDING COURSE

Bob Boucher and Mark Rogers of Superior Kayaks will conduct a 10 day course for 6 students, each to build their own traditional Greenland style sea kayak, June 24-July 3, in Wauwatosa, WI. Bob Boucher, (414) 476-3787.

## CLASSIC BOAT SHOW

The Havre de Grace Maritime Museum of Havre de Grace, MD, will host its 3rd Annual Antique & Classic Boat Show in that city on June 27-28. Fran Brust, (410) 939-2155.

## See These Exhibitors at



## The 1992 Wooden Boat Show

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## CHRONIC BOATBUILDER SYNDROME

"Wooden Boat's" last and final offer came coincidentally the same day your green renewal slip turned up. Reluctantly I let "WB" go. I find more pain than pleasure in reading it now, as thoughts about building this boat or buying that one must yield to the realities of age and a thinning wallet. So I'll stick with "Boats" and my little sailing skiff on our little Milton Three Ponds.

Do you know a psychological test to determine if a person has CBBS (Chronic Boatbuilder Syndrome)? Does the patient pause every so often to contemplate his emerging craft with pleasure? Does he or she mutter, "What a neat and perfect curve"? This is a person at the incipient stage of CBBS. It becomes chronic when this person slips out at night to snap on the lights and declares loudly and without shame, "That sheer is perfect".

Earl Goodale, Milton, NH.

## PLANS FOR THAT FAST BATEAU

David "Sandy" Mitchell's letter on the "performance limitations" of hard-chine boats did not mention that his pirogue or bateau that dominates the races at the North Carolina Maritime Museum's Wooden Boat Shows was designed by Mike Alford.

Anyone interested in the plans can order them for \$15 from M.B. Alford, c/o North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516.

Dave Carnell, Wilmington, NC.

## BUILDING WOODEN KAYAKS

I'm starting work on a book about building wooden kayaks and invite any readers with interesting plans or boats of this type to contact me about possibly mentioning them in the book.

Chris Kulczycki, Chesapeake Light craft, 34 S. Pershing Dr., Arlington, VA 22204.



## BILL'S NEW BOOK

One of your avid readers and boosters, a chronic messer-about, is having his first book published this month, "Summers With Juliet" (Houghton Mifflin). One chapter takes place in a 13' aluminum boat off Martha's Vineyard where a huge ocean sunfish is encountered. That boat thereafter has been known as "Big Wiggly". My concern was that the author, Bill Roorbach, is my little brother and I thought he might have shown more sense in matching boat to conditions. "Big Wiggly" and Tom's Townie would have a lot to talk about.

The book tells of Bill's nine years of travelling, broke, with his sweetheart, now wife, Juliet. These days you are likely to see Bill and Juliet on rivers and lakes near Farmington, Maine where he teaches at U. Maine. If you catch sight of the name "Big Wiggly", please say hello, and ask if they need any help.

Randy Roorbach, New Canaan, CT.

## AN OLD MOTH CLASS SAILOR

I am an old (and I do mean OLD at 87) skipper of small racing sailboats. I've been messing about a long, long time. We in the International Moth Class Association have been at it since 1929 and our trophies have been up in homes, yacht clubs and museums for longer than I like to think about.

I have raced and sailed some nine Moths, all named but one "Oops", which is habitual remark of Moth skippers. I saw a photo of a new Moth built by a reader, Scott Wolff from North Carolina, and have since been in touch with him, and also with Tom Callis, who called about building one of our hulls. I just can't let anything about the Moth go by me!

Benjamin Krothe, 3rd, National Secretary IMCA, 705 S. Shore Rd., Palermo, NJ 08223.

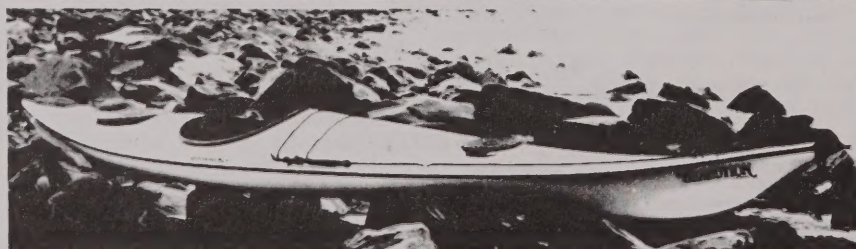
## THOUGHTS ON A BOATBUILDERS' ORGANIZATION

I have had some thoughts on recent comments from readers on creating a boatbuilders' organization to give the public easier and less expensive access to our wares.

I think such an organization would only add to our costs and the demand upon our time. Asking people to pay from \$2 to \$50 for study materials on a boat design is a way of helping cover builders' promotional and development costs while asking for some modest commitment from someone interested in our products. I am talking about no more than the newstand price of a magazine or some movie tickets. Typically, as small boat designers and builders, we have already cut our earning power and I think it is misplaced to suggest adding to our costs to make it easier for people to be entertained at our expense.

Boat ownership is a major financial undertaking no matter how rationally and modestly it is undertaken. To insulate people from the smallest and most tentative outlay they will be making in their boating lives sets up false expectations.

Tony Dias, Marine Design & Construction, Wallkill, NY.



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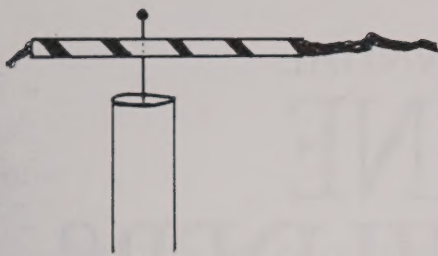
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#### SODA STRAW TELLTALE

I try to head up but the wind veers and my little Bolger Teal ends up "in irons". I look at the water surface for signs of a breeze and get caught by a gust from astern, about dumping the boat. It's tough sailing when I can't tell wind direction. Tying yarn to the sail and mast doesn't help much, it gets tangled up after one or two tacks, and masthead wind vanes are way too expensive and big for this little boat.

I needed something cheap and simple to help me find the breeze, so I made up a masthead fly from a soda straw, a piece of yarn and a big hatpin, that works and looks great on top of the wooden mast. I threaded the yarn through the straw, leaving a tail to stream out, and then pierced the straw with the pin to catch the yarn. The long pin is stuck firmly into the top of the mast so that the straw can still turn freely without touching the mast or fouling on something. I prefer McDonald's straws for their larger diameter and jaunty colors, but "slurpy" straws might work okay also.

This fly is a lot better than telltales tied to things that they can get tangled around. Also, I can always pick up replacement parts at the nearest freeway exit.

Tom Carter, Portland, OR.



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Bill Irvine, Santa Barbara,

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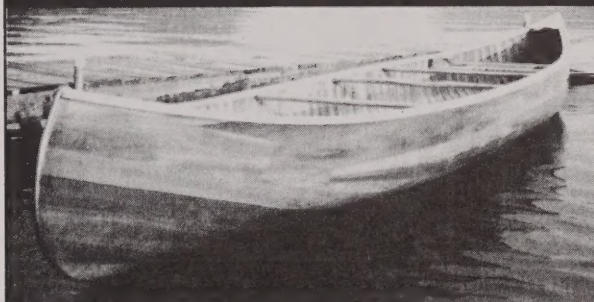
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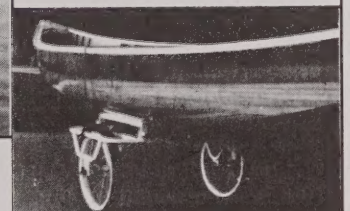
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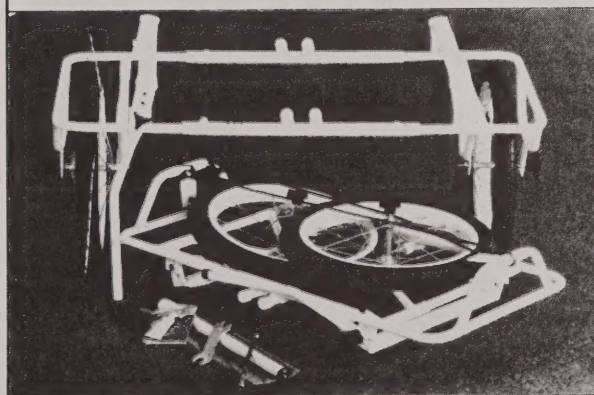
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# The 5th ANNUAL MAINE BOATBUILDERS SHOW



David Lake of Lake Watercraft (formerly Raven's Wing Watercraft) of Wiscasset, ME, showed his classic Chewonki Greenland style sea kayak, here being checked out by a show visitor. Every year campers at Chewonki in Wiscasset build a fleet of these under David's direction and then paddle them along the Maine coast for two weeks. David offers plans or complete boats to anyone interested, they're not just Camp Chewonki boats.

Springtime in Maine in late March came to the Maine Boatbuilders' Show on the Portland waterfront in the form of three cold but agreeable days, with an overnight blizzard dropping 12" of snow onto the area, creating great Saturday morning parking problems until it was removed. Funny thing, one exhibitor, Locus Weather, had failed to predict the highly localized blizzard, but then so had the national weather service.

The attendance resembled something of a blizzard, especially on Saturday when over 4,000 boat nuts crowded into the cavernous old mill building housing over 100 exhibitors tucked into every corner on two floors. It was a festive oc-

casion, to use a somewhat trite term, but this best describes the high spirits displayed by just about everyone. Busy as they were, most of the exhibitors were still smiling at day's end.

I wandered around, while Jane tended our booth, to see what I could see, and the major aspect that caught my attention was the arrival of new builders, small shops with simple workboats and top end shops with exotic speedboats. Most of the "regulars" who have been with Phin Sprague since the beginning in this unique venture into show biz were there too, but this report will tend to focus mostly on the "new guys in town".

Report & Photos by Bob Hicks



John Elderman of Marine Trader Hardware Sales of Annapolis Royal, NS, had this enormous spread of bronze hardware, new and used, mostly at floor level, nothing tagged for prices, and everyone hoping for just what they needed scrunched down poking through the boxes. Find what you want, then dicker, seemed to be the way the deals were done.



Jim Steele of Downeast Peapods of Brooklin, ME, presented this workboat finished version, again making one realize how nicely paint alone can brighten a boat.

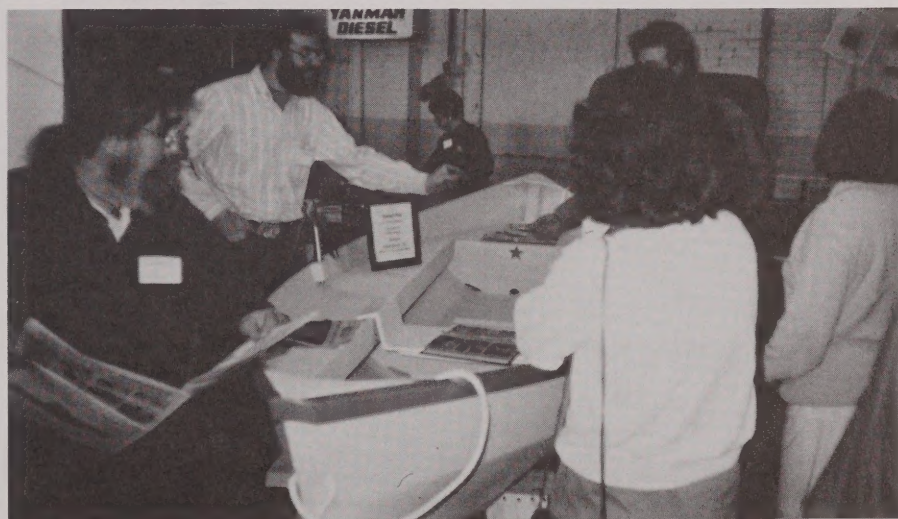
Tony Davis of Arey's Pond Boat Yard of Orleans, MA, brought his Arey's Pond Catboat (fiberglass) as well as his Arno Day sailing skiff (wooden, not pictured). A show visitor inspects the Arey's Pond Cat, a design that came with the boatyard when Tony bought it a couple of years ago.



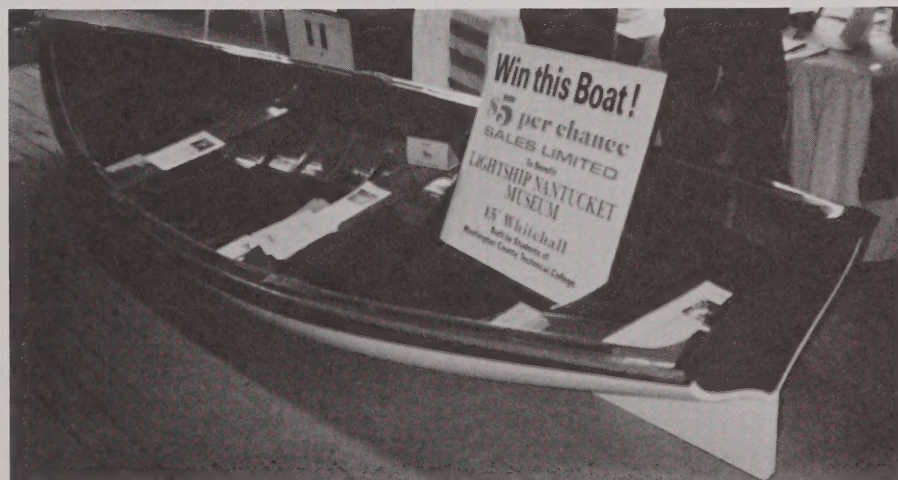
Tony Dias (pointing) of Marine Design & Construction came up from Wallkill, NY, to show his decked sailing canoe "Greyhound" (overhead), based on an Ian Oughtred version of MacGregor's canoe, and his not-quite-completed 14' "Little Cat" sailing dinghy (below).



Peter Clapp (left background) of Star Boat Co. of Spruce Head, ME, displayed this Bolger designed double-ended dory, workboat finished. A Rockport Apprenticeship graduate, Peter and partner Paul Mullen, chose the name mainly because Peter carves star emblems onto the transoms of boats they build.

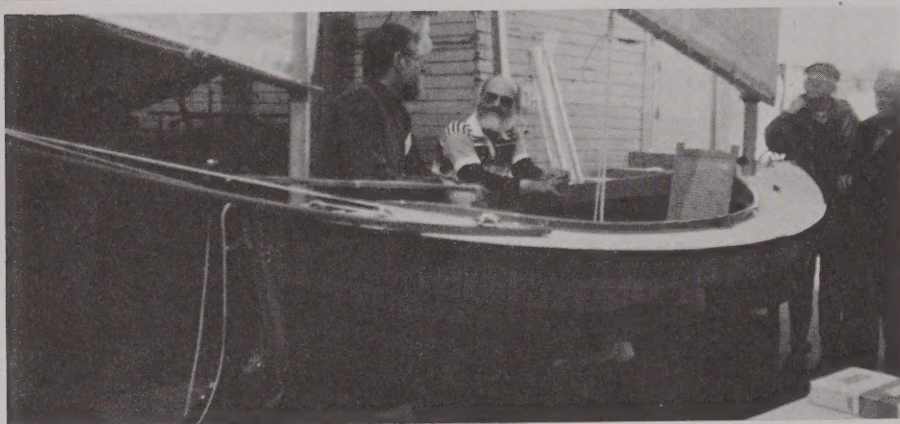


Students at the Washington County Technical College of Eastport, ME, built this 15' Whitehall which was raffled off by the Lightship "Nantucket" Museum located adjacent to the show. Sales of tickets were brisk with the limited number offered improving one's chances of taking it home. We didn't hear who was the lucky winner.





Thad Danielson (left) with partners Kevin Snyder and Mark Perry, of Redd's Pond Boat Works of Marblehead, MA, displayed their "Redd's Pond 16" workboat finished dory and a yacht finished Scandinavian tender. They do boats either way.



Bill Clements, Boatbuilder, of N. Billerica, MA, showed his classic little 13' "Nord Vinden" canoe yawl. He also builds decked sailing canoes derived from the Rushton Princess type.



Lynne Cottrell (left) of Winterport Boat of Winterport, ME, displayed a pair of nicely done fiberglass tenders very reasonably priced. Over 300 have been built in his small family run shop, with canoes and river kayaks a sideline he enthusiastically pursues on demand.



Looking them over, what a treat, so many great small boats one could see in one place, and talk with the builders to boot. That's what this sort of boat show is all about.



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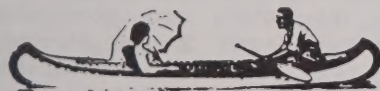
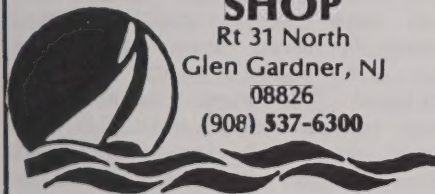
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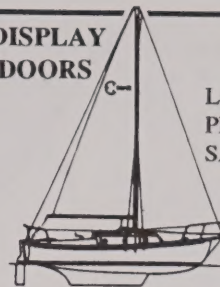
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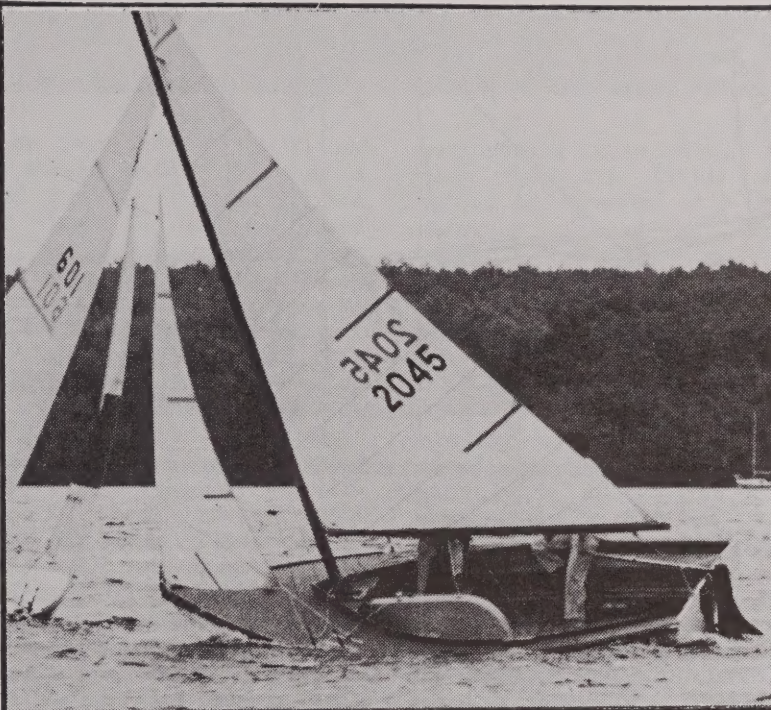
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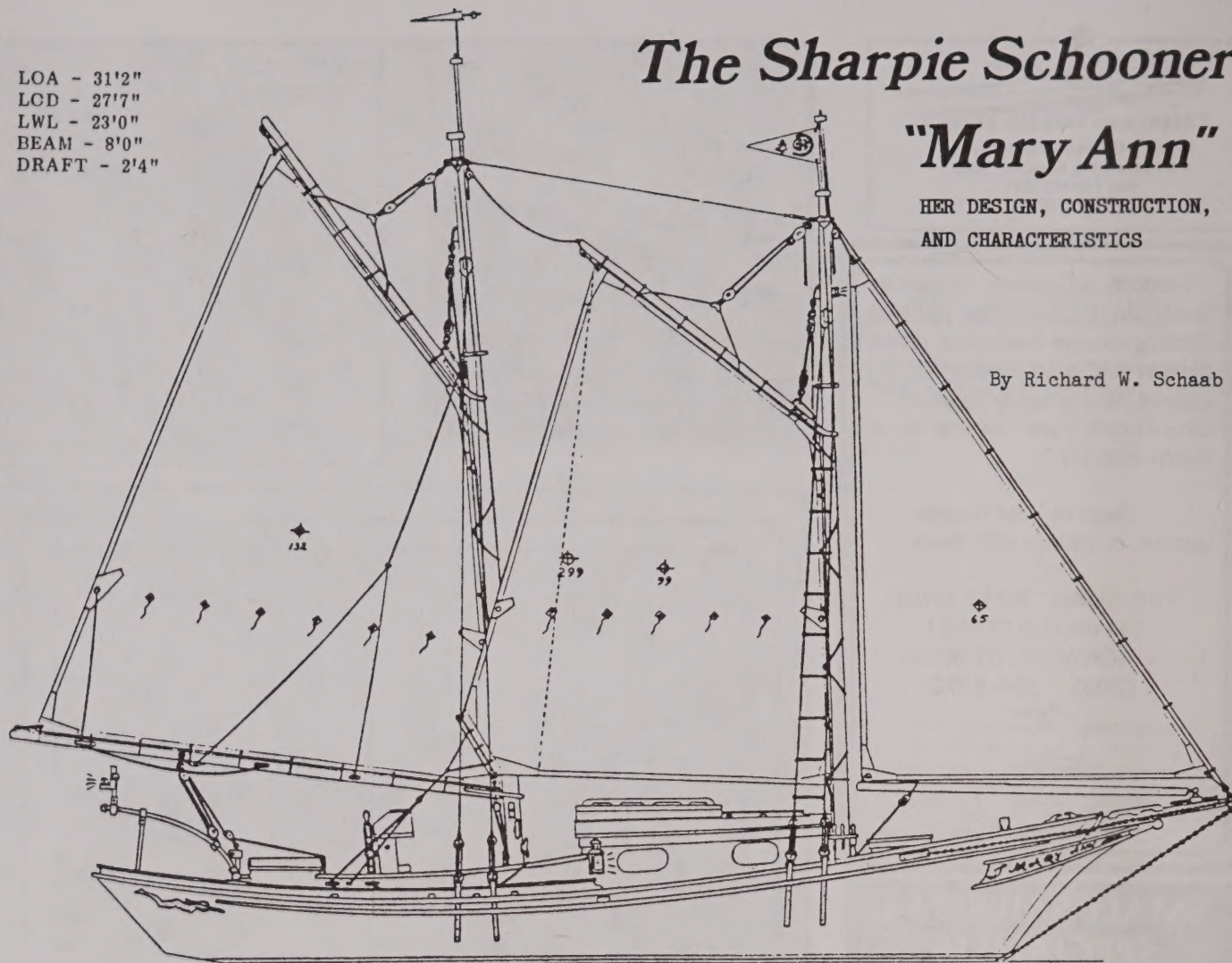
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# The Sharpie Schooner

## "Mary Ann"

HER DESIGN, CONSTRUCTION,  
 AND CHARACTERISTICS

By Richard W. Schaab



All my life I have been fascinated by the Grand Banks fishing schooners, which culminated in such great fishing and racing schooners as the GERTRUDE THEBAULD, LUCY FOSTER, NANCY BOHLIN, HENRY FORD, and the BLUENOSE. Of course I could not afford such a fine vessel as these, and by the time I got out of high school the days of the great fishing schooners were about over. I wanted a vessel that was fast and able, and would be at home on the shoal waters of the Gulf Coast of Florida. The result was the compromise of a schooner rig on a sharpie hull. I kept the bottom configuration that of the fast New Haven oyster sharpie, but flattened out the run because she would not have to carry a heavy load. Because she was to be a yacht and not an oyster boat, I gave her more flare, more freeboard, more sheer, a clipper bow, and a short bowsprit to lengthen out her schooner rig. I figured I would still have her when I got old and I didn't want

any feature that I couldn't handle easily alone in my third and fourth quarter of a century. As of 1991 I am 78, and I still handle her easily alone, including going aloft if necessary.

The bottom profile was that of the fast oyster sharpie that could poach and run over the shoals without getting caught. The larger racing sharpies had been logged at 14 knots over a measured run. I got the rule of thumb by reading Chapelle. This was: "A straight line sloping aft from just above the water line forward, into a gentle curve amidships, and a straight line sloping upward aft for the last third of the waterline." I started my bottom chine line from about three inches below the waterline forward to eliminate slapping when at anchor. It does not seem to hurt the speed, and along with an extremely sharp bow at the waterline she does not pound any more than a round bottomed boat. When it gets rough, of course, she heels enough to

present a V shape to the waves, and this too cuts down pounding. With the flare, and the wide rub rail she is very dry.

The schooner rig is a joy to handle. Sharpie hulls and schooner rigs are both great for self steering. This boat is most happy with steering herself, even when the wheel is not lashed. She can be trimmed to steer herself on any course except straight down wind, wing and wing. The first time I took my wife out, after motoring out of the marina, I got up the mainsail, shut off the motor, and then went forward to get up the foresail and jib. The boat was already sailing herself.

"Come back here," Mary Ann screamed. "I don't know how to steer this thing!"

"You don't have to," I replied, "All the time I was building her I was teaching her to how to sail."

After she calmed down and observed what was happening, she believed me. After having experience with others steering,

she decided that she would rather have her namesake steering herself. People who are used to sailing modern rigs have trouble adjusting to the easy going sailing of a schooner. For instance I have mystified people who didn't notice me nudge the wheel a little when I gently told the schooner to come about, and she obeyed my command. The sails are self tending except when I have the overlapping foresail on. I prefer sailing with the boomed foresail except when cruising. With the overlapping foresail on, it is easier to do short tacking under jib and mainsail, unless you are young and enjoy sail handling.

When I first launched her nearly every boat in the harbor wanted to measure her for speed. I cheated. I told them to follow me and I sailed a course slightly off wind. I could sail away from them as long as I was not tightly close hauled.

One time Mary Ann and I were sailing home down wind. The schooner was sailing herself without the helm lashed, by the trim of her sails alone. Mary Ann was sitting forward in the cockpit and I was sitting on the deck box. A friend of mine tacked along side with his 26 foot sloop and asked me if I wanted to race. "Sure," I said, "just follow me." Neither Mary Ann, nor I, even moved a muscle. The other boat trimmed to our course and started falling behind. When they were about a quarter mile behind they gave up. The next time Jim saw me he told me he didn't mind me beating him, "but did you have to do it no handed?"

The formula for a normal displacement boat would figure her hull speed for her 24 feet in the water, when under way, at about 6.1 knots. The formula used for displacement sharpies and scows would put it at 7.3 knots. My hand held knot meter only registered up to 7 knots, so I never measured how fast she could go, but I have passed large boats that were obviously at hull speed, as evidenced by the waves they were making.

The Mary Ann is too heavy to be called a planing boat, but she has a tendency to plane, rather than making a boat-swallowing quarter wave. The run is flat. For this reason her top speed can not be figured by formula. She will sail as



fast as you dare to sail her in a strong wind. She has a lot of reserve stability when sailed down to the rail and going fast, but not so much if stalled. It is best to keep her going fast if carrying a lot of sail in a strong wind.

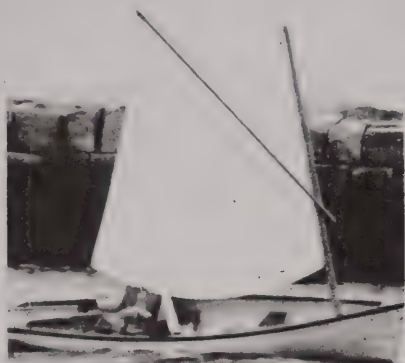
I had some white oak left over from the '30's for the stem, stern post, deadwood, frames, and deck beams, but it was so hard that I could not cut it on my bench saw with my carbon steel blades, so I took it to the mill room of a lumber yard and they couldn't cut it either. I found another lumber yard with carbide blades and I had them rip it to the dimensions I wanted. When I drove the serrated bronze nails that I used for planking, I had to drill a hole within .010 of nail size and then I could not pull a nail. It would break rather than come out. Besides that I used resorcinal glue on all mating surfaces.

The keelson, chines, and longitudinal stringers are all Douglas fir. The trunk logs are Philippine mahogany, as well as all rails, rail caps, and coamings. The centerboard trunk and bottom are 1/2 inch fir marine plywood and the topsides are 3/8 inch of the same grade. The trunk is offset 15 inches and the height is in three levels with the upper level coming up into the deck box. Below the galley is built into it in such a manner that the centerboard case can not be detected. The part of the

centerboard case that can be seen from the inside of the cabin is covered with 1/4 inch mahogany plywood and finished bright. Having it offset certainly improves the room in the boat, but does not affect the sailing qualities of the boat.

The round stern is planked with 1 1/8 inch fir vertical staving with edge nailed and glued joints. After 20 years this still looks like a solid transom with never a seam visible. In subsequent designs I laminated the round sterns with 1/8 western red cedar veneer. This is easier and lighter construction and holds up well.

I built the hull upside down, which made it easier to plank and cover with dynel, a fabric used like fiberglass, but more abrasive resistant and less likely to wick up water if damaged. I used a flexible grade of polyester resin, which admittedly is not as good as epoxy, but in twenty years has caused me no trouble on the hull, but has checked on the deck. I hopefully have corrected this by adding another layer on the deck in 1989. I used epoxy this time. I have had some trouble with checking on the deadwood and rudder, which could be caused by some water absorption. All in all, though, the boat has required very little maintenance. The topsides need paint about every seven years and the deck every other year. I haven't found a bottom paint



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as good as the tin based paint that was banned about four years before this writing, so I have not repainted the bottom, and in fresh water it was still not fouled after three seasons.

I installed the keel and rudder before turning the boat over. The keel runs in a straight line from three inches deep at the bow to two feet at the stern post. It is a full two inches wide and through bolted to the heavy white oak floor timbers on the inside with 1/2 inch galvanized bolts. The bottom of the keel has a 2x2 inch hot rolled steel bar running the length of it. I used this to help stiffen the bottom and to absorb the shock in case of a grounding on a rock. After putting several coats of paint, bare metal primer, red barrier paint, epoxy paint, barrier, epoxy, barrier, in that order, on the metal, I got thinking it would be a shame to scratch that paint with a grounding, so I put a one inch strip of oak on the steel to protect the paint. In twenty years I have not seen a blister of rust on this steel, but the oak is in bad shape, mostly from running it over steel rollers when winching the boat on and off the cradle to and from the trailer in spring and fall. The boat is so stiff fore and aft that I often suspend it with the heel of the skeg on a block on the floor and a jack on the keel at the bow, in order to clean and paint the bottom. Of course shores are used to keep it from tipping.

When time came to right the boat I built two rolling cradles with flat sections every 45°. I figured I could do it myself, but wanted the kids to have a lesson in moving something heavy, so I enlisted their aid. We rigged blocks and tackles from the ceiling, some to lift, and some to check, and also used jacks to start it. We landed the next flat section on rollers so we could move it over as we progressed with the rolling. Section by section we turned it over so it was right side up. It was not difficult.

The rudder is 1 foot 10 inches deep, 2 foot 10 inches long and bronze strapped to a 1 inch solid bronze shaft. The shaft goes through a bronze tube that has a bronze bearing at each end and there is another bronze bearing at the base of

the keel. The post extends above the deck high enough to clear the engine hatch and a bronze fitting for a tiller is keyed to the end. Below the engine hatch is a heavy white oak quadrant for wheel steering. These fittings are all hand made and are stronger than any I have ever seen on commercially built boats this size. The fitting on the rudder post is made from the hub of a bronze propeller and the tiller fittings are made from the bronze folding stanchions of a 38 foot Coast Guard Motor Life Boat that I had a hand in converting to a schooner for the Sea Scouts. This is another story, but I must say she made a very good sailing vessel, as she had good lines, from back in 1910, when motor vessels were given fine lines.

The quarter deck is raised 3½ inches, with the break coming at the after end of the cabin. I did this for two reasons; one was to get the bottom of the cockpit higher for better drainage, and the other because I liked this feature on the Down East fishing schooners. The bulwarks go from this break forward with the top of the rail cap flush with the quarter deck, which gives the appearance of the sheer line being in one sweep. The quarter deck rail is 3½ inches high above the sheer line. I found out while installing the bulwarks why you don't often see them on modern boats. There is an edge set that makes this installation very difficult even with steaming. If I would do this again I would laminate them, as I did with the stern rail.

I built the cabin higher than I would do it for myself. I built it so my wife, who is 5 foot 1 inch could stand up under the large companionway hatch. Any headroom that is over a good sitting headroom is useless in a boat unless the tallest person using the boat can stand up. This would be impossible to get in a boat of this type, as small as it is. Later I made portable walls that can be placed under the removable companionway hatch to make full headroom under it when not under way. This is not worth putting up unless one is going to stay in one harbor for more than one day. It has screened openings with sliding closers. I made the roof of the cabin removable

with six bolts holding it down, so I could get the boat in and out of my shop door when on it's cradle. Later I made this unnecessary by lowering the cradle and the rails for the companionway hatch.

The inner stem, of stout white oak, is sided 2 full inches and molded 4 inches. It is joined to the keelson with a stout knee. The stem rabbet is just a bevel in a straight line on the inner stem and an outer stem is sided 2 inches and molded 4 inches at the bottom and sweeps to 2 feet at the upper end to form a clipper bow and a billet head. A 3x3 inch white oak sampson post goes through the deck and is mortised into the stem knee. There is a similar sampson post just aft of the rudder post. A 6 foot bowsprit clears the deck and is mounted on the stem head with a tennon in a slot on the bottom of the bowsprit so that it can slide under the rail cap knee and the base can mount in a shallow notch in the sampson post with a mortise and tenon besides. The bowsprit is square, clearing above the deck and changes to octagonal and then round outboard. The bowsprit can be easily removed by releasing the bolt above the gammon irons, removing the screws from the shroud chainplates, and unshackling the bobstay. Then pull straight out.

The fore deck is a little over 7 feet long and has a hatch. Under the hatch is a removable container X-shaped to fit a flaked anchor line. It is openly built for ventilation, and does not extend below the deck beams, hence taking up no room in the cabin. In fact one reaches up on each side of it to fasten or release the hatch latches. It contains about 200 feet of 1/2 inch anchor line, and this goes through an anchor rope fitting in the center of the hatch with a hollow plug to make the hole water tight. I keep a 25 pound kedge anchor cockbilled on the side of the bow ready to be released at a moment's notice.

The fore mast is stepped through the deck and heavy white oak mast partners to a heavy white oak step. The advantage is that when wedged it can stand alone without the shrouds and stays. The main mast is similarly stepped through the bridge deck. I used to step

these masts working alone by mounting a gin pole on the fore deck and using this to set the fore mast. I would then lift the main mast in place with the main boom temporarily set on the fore mast. I now use the Club gin pole, but it takes another man to turn the crank. I use dead eyes and lanyards for the double shrouds on each mast. I made the deadeyes of rosewood and soaked them for a day or so in linseed oil. After 20 year's use they are as good as new. Try that kind of life with turnbuckles. I am now using black lobster pot warp for lanyards and find one take up in the spring will last all season. I have white oak ratlines lashed to the starboard fore mast shrouds and go aloft on them to attach the main stay, but keep thinking I will have to simplify this pretty soon, so I won't have to go aloft. Maybe this year I will rig a tackle so I can rig the mainstay from the deck. We use lazy jacks on the booms so the sails can be lowered even when sailing down wind without the sails going overboard. I use a vang on the fore gaff, but this is not necessary on the main gaff, as thanks to the rake of the main mast, the gaff does not sag off very much when close hauled. In fact the sail can be made to set so flat that I use the mainsail to help her along and reduce rolling when motoring to windward. With a gaff sail the flatness or draft can be controlled with the peak halyard and the traveler setting. The sails can be raised or lowered easily single handed, as the boat will start sailing herself as soon as the mainsail is raised. She will balance under main and jib or fore sail alone, but I prefer reefing in a gale. She can be hove to under any combination of sail. If one can not use the centerboard because of shoal water she can be sailed to windward without it, though admittedly not as close. She is very easy to handle as long as you don't try to sail her like a modern jib headed sloop. Easy does it.

(To Be Continued)

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# My Saudi Souvenir

**THERE IS NOTHING - ABSOLUTELY NOTHING - HALF SO MUCH WORTH DOING AS SIMPLY BECOMING THE OWNER OF A DUGOUT CANOE**

With apologies to Kenneth Grahame, "The Wind In The Willows"

I was watching a twenty year old movie on the only channel the T.V. set would receive when an Islamic prayer break came on. The movie stopped and five minutes of chanting and wailing started. One of my room mates casually said, "We towed in a sunken wooden boat yesterday." As an admitted boat nut the words "wooden boat" brought me out of my daze and to full alert! My imitation of twenty questions brought little information. It might have been a dugout log boat, he wasn't sure. They were on patrol the day before, spotted the vessel half submerged, and towed it to the Coast Guard dock where it was left. That someone could look at a wooden boat and not even have enough interest to determine if it was in fact a dugout was beyond me. An old wooden boat, possibly a dugout, definitely caught my imagination. This piece of information gave me a purpose and reason for going on duty the next morning.

To say that I was in an unusual situation was an understatement. For the last two and a half months I had been in Saudi Arabia as part of a Coast Guard Port Security unit. This was a big change from being self employed as a marine surveyor and serving in the Coast Guard Reserve one weekend a month. It did have a few benefits though, like running a modified 22' Boston Whaler with two large outboards and a machine gun wide open across the crystal clear Arabian Gulf. Of course I pulled up next to any wooden fishing dhows that I saw, but the restraints of military life in a war zone and a foreign language were making it difficult to learn as much about Arabian boats as I would like. The every other day routine of around the clock four hours on, four hours off, four hours on watches was not helping either. I was finding myself on off days either sleeping all day or sitting around and wishing I was able to sleep all day. Either way my motivation and ambition were approaching zero. But then mention, "We towed in a wooden boat yesterday" and suddenly the fog would clear and there was purpose to life again.

It was obviously a large dugout canoe, over seventeen feet long, quite beamy and flat bottomed. The tree it was cut from had to have been immense. The gauge holes were clearly visible where the builder had first drilled small holes through the bottom and then checked frequently to make sure he didn't remove too much wood. There were numerous cracks and checks in the log with cotton stuffed in some cracks and polyester and epoxy putty stuffed in others. There was no doubt that it would hold out enough water to float for a reasonable

amount of time. The canoe's history and varied owners could be traced by six different colors of paint on the hull and the repairs that ranged from a crude, ill fitting dutchman fastened with copper rivets to a well fitted piece inset very tightly and fastened with brass nails.

Two things really grabbed my attention. This boat had frames that had been carved out of the hull. I had never seen that in a dugout before. The second thing was that this came out of a massive tree and I hadn't seen any real trees since I had been in Saudi Arabia. Where did it come from and how did it get here? I had no access to people or information that would help me answer these questions. To me, this dugout was the neatest thing since sliced bread but no one else seemed to pay much attention to it.

One concern was since this dugout could not have been made locally, maybe it was just brought here by accident on a freighter and had never been widely used in Saudi Arabia. The next week I saw three other dugout canoes of the same construction in use by local fishermen. I knew then that the mystery boat was a common type of local vessel and there had to be a way to discover its origin.

The more I thought about it the more interesting this dugout became, and then the idea hit me. Of course it was ludicrous, but, nothing ventured nothing gained. It was obvious, since I was the only person to recognize the intrinsic value of this object, I should try to bring it back to the States. Yes, it was a crazy, impossible idea. The military was extremely strict on what could come out of Saudi Arabia. No sand could be taken to the U.S. because of danger of microbes and disease. Military tanks and vehicles were being washed three separate times to reduce the chance of bringing any parasites back. They definitely wouldn't allow something that was once alive like a wooden boat. I knew the answer would be no, but I also knew that I had to try.

I went to our unit's executive officer (XO) and told him that I had an extensive background in maritime preservation (okay, I laid it on a little thick, but I was desperate) and due to the unique construction details of this dugout, it was significant to the history of boat building around the world and people in the U.S. deserved to be able to see it. Of course I was the most qualified person to take charge of the future of this valuable maritime artifact. The X.O. said, "As far as I am concerned you can bring the dugout back and it can be shipped back with the unit gear. An American agricul-

tural inspector has to personally inspect and approve any thing being shipped from Saudi Arabia to the U.S. You will have to get his approval." Of course the inspector's only goal would be to keep organic objects like wooden dugouts from being shipped home. I am convinced the X.O. thought there was absolutely no way the agricultural inspector would approve the canoe, so he would let the inspector be the bad guy and say no.

The agricultural inspector looked the canoe over and said that since the canoe had been in salt water for a long time, it was doubtful there were any parasites in it. If I sanded the entire hull down to bare smooth wood, there were no signs of infestation, and I sealed it, the dugout could be shipped to the U.S.

By this time, our unit was preparing to be shipped home and we were no longer running patrols. Two fourteen hour days with a disc sander and the canoe was smooth as a baby's behind and had a coat of varnish inside and out. The inspector took a quick look/put his sticker on it and the hard part was over.

With the dugout back in the U.S. I needed to find out how to preserve the wood in the canoe and try to learn its history. I started calling everybody I knew with a maritime preservation background for information and names of additional people I could contact. The best guesses so far for the origin of the dugout were India, Africa, Iraq, Lebanon (as in cedars of Lebanon) or Turkey.

Michael Alford of the North Carolina Maritime Museum recommended treatment with ethylene glycol (antifreeze) to close the checks and displace the moisture, which I did and it seemed to be effective. Several conversations with the Smithsonian small boat department and numerous others failed to provide any new information.

Several books were recommended but proved difficult to find. "The Marsh Arabs" by Wilfred Thesiger was finally located through interlibrary loan and lead me to rule out Iraq as origin. I came across a reference to "Boats of the Euphrates" but was never able to find a copy. A request for information in "On the Waterfront" in "Wooden Boat" number 103 brought a response from, among others, Captain Reilly of New Hampshire. About 25 years ago he brought home from the Malabar coast of India several dugouts for his kids. They were made from Indian teak and were being imported to the Persian Gulf by dhow.

This information corroborated information I received from another source. I had a seven year old copy of "The Apprentice"

published by The Rockport Apprenticeshop and there was an article by Muriel H. Parry about different names for small water craft in the Persian Gulf. A letter of inquiry brought a lengthy reply.

Her references listed a *houari* as a dugout canoe used in the Arabian Peninsula as a ship's boat, for fishing and for harbor work. They were regularly imported from the Malabar Coast of India. Some had carved in ribs and others had planks added to the sides. They could be paddled, sailed or now even powered with outboard motors. Lengths were reported from 3 - 11 meters.

The last piece of information came from The International Sailing Craft Association, Ltd. in Exeter, England They have two *houris* on display. One is from the Persian Gulf and the other was found off of Africa. They both have the carved in frames like the one I had. Muriel H. Parry is working on "A Descriptive Dictionary of the World's Watercraft" to be published jointly by the Mariner's Museum and the University Press of Virginia.

The vessel now had a history and I felt an additional sense of fulfillment. When I was sanding the hull in Saudi and now that I have the dugout here in the U.S., people have one of two reactions. One type of person says either "Why did you do it?" or "What on earth are you going to do with it?" The second type of person says, "wow, that is really neat!" For the first type of person, I don't have an answer that they would understand. The second type of person already knows. Because the phrase "we towed in a sunken wooden boat yesterday" has the power to motivate and capture the imagination.

Roger Bass, Jacksonville, FL



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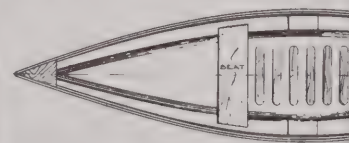
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## The Welcome

A boat, that seemed contented wandering over the sea like a fish or a bird infrequently touching shore, came into our harbor early one summer morning and anchored off the beach swinging freely to the wind and tide. It was a strange craft; without a recognizable hull or sail rig. If that boat were off a primitive pacific island, children would swim out to greet it. The men would row their canoes out to trade. They would eventually bring the sailor ashore and have a great feast. And they would cry when he said farewell and tried to leave them.

Here, off this civilized New England coast, fishermen motored by indifferently. It wasn't a fish and could not be sold. Lobstermen ignored it. It wasn't a lobster. Duckhunters avoided it. It wasn't a duck. Recreational boaters who were rarely seen, rarely saw it. When the shore people saw the boat sitting calmly in their bay, they questioned one another about it. "When did it come in? Where did it come from? Who's aboard? How long is it staying? Where is it going?"

They got no answers. An artist painted the curious object. A photographer took a picture to document it. A reporter, given no information about it, wrote a long story on it.

Does he need food, fuel or water?" the boatyard asked. "He seems to need nothing." "Good for nothing if you ask me," a good-for-nothing said. "Good to talk about," a talker said. "We haven't had anything to talk about in months."

Boat club members began to complain. "He's anchored too close to our boats. A lobsterman complained he was over his trawls. Fishermen said that it interfered with their nets. Complaint after complaint, till it was agreed that the boat is causing a great deal of trouble and should not have come into our harbor. And that it certainly should not be allowed to stay. Some one would have to tell it to go away.

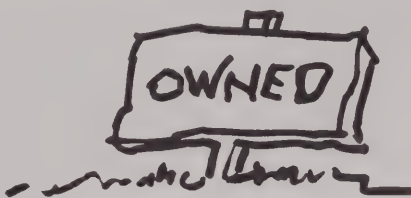
"It should be told that this part of the world is owned. In fact the whole damn earth is owned, every square inch of it, and the water that borders the whole damn earth is owned. That boat has no right to be anywhere."

"Who's aboard? Anybody see him?" No one could answer. "What kind of a man would sail such a thing. A boat with no name or port of call?" "That boat needs an overhaul before it goes to sea again."

A sympathetic landsman said, "He'll disappear in that boat the way it is. There must be 50 boats in this harbor all fitted out better than that rotten boat he's sitting in, and they'll never leave their moorings. The only hazard they face is breaking loose and washing up on the beach. Let him have one, nobody would miss it."

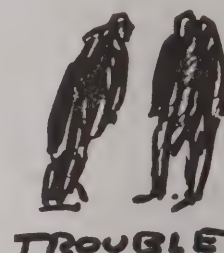
"You're crazy, that's private property. No one gives away private property. All we know is that we can't let him stay. There'll be trouble."

"What kind of trouble?"  
"Who knows, but there's sure to be trouble."



"What kind of a vessel is it anyway?" an authority on sailing boats was asked.

"I don't know," the authority answered.



**TROUBLE**

"Then what do we do?"

No one spoke for no one knew what to do. "I think it's the last one of it's kind," the sailboat authority finally said.

"Then what do we do with it?"

"We could confiscate it," a confiscator said.

"Then what do we do with it?"

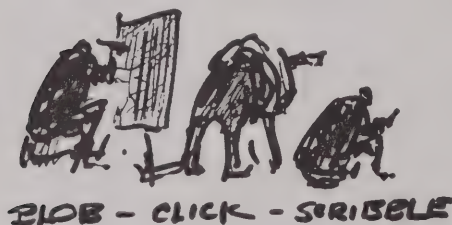
"We could preserve it," a preserver said.

"We could trap it, tame it and train it." a trapper, tamer and trainer said.

"We could try to improve it till we ruined it," an improver said.

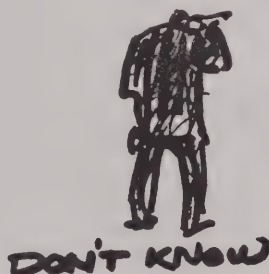
"We could exchange it for something better," an exchanger said.

"We could use it for bait," a fisherman said.



**BLOB - CLICK - SCRIBBLE**

"Is he going south or looking to winter over here?" the harbormaster asked. "Cause there's a limit on anchoring in this harbor." "What's his name? Does he have a police record?" the police asked. "Could be a thief." "Has he been fishing? Cause the fish are ours," the fisherman said. "He has to be polluting," the environmentalist declared. "What's the name of the boat? What's its home port?" "Has he come ashore?" the custom agent asked. "



**DON'T KNOW**



"We could leave it alone," no-one said.  
 "Feed it to our pets," a pet owner said.  
 "We could kill it and eat it," an omnivorous man said.

"We could kill it for the love of killing," a killer said.

"We could make fertilizer out of it," a farmer said.

"We could pluck it and skin it," a plucking skinner said.

"We could play with it and pat it," a gentle person said.

"We should examine it and study it and display it in all the schools to show the students how to stop despoiling the planet," the educator said.

"Education won't stop despoiling the planet it hasn't even slowed it down. Education has speeded it up," the education critic said.

"Education is a weapon and teachers are arms dealers giving your disinterested students the means to commit an eco-holocaust."

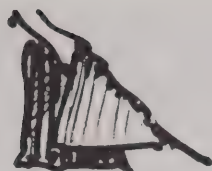
"Schools are where we train people," the teacher said.

"Schools and colleges are nothing but daycare centers for kids whose parents and society don't know what to do with. What the hell are you training them for? This society doesn't need people anymore, in fact it doesn't want people anymore," the anti-educationalist said.

"Stop arguing about education and get back to the boat."

"We could leave it alone," no-one said again.

"Everything on it could be sold," a merchant said.



JIBS FOR JUNK



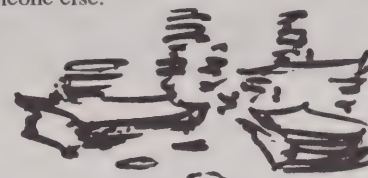
MOROCCO

in Nepal for ngees. The planking in Poland for puddles. The quarterboards in Qatar for quetzals. The rudder in Rwanda for rupees. The shrouds in Syria for shekels. The taffrail in Turkey for talons. Ullage in Uganda for ulms. The vang in Venezuela for volcanos. The whipstaff in Wales for wampum. The xcalk in Xochimlo for xiegs. The yards in Yeman for yings and yangs. The Zephyrs can be sold in Zimbabwe for lots of zlotys."

RUDDER  
TO  
RWANDA



"There's a fortune to be had in the capture of the last of it's kind. When profit can be made from a wild thing that is free for the taking it is doomed. Better us take the last of it's kind than someone else."



FORTUNE

All agreed. But while they had been deciding what to do, the strange boat left. "When did it leave? Which way did it go?" No-one knew. The people grumbled and cursed their luck. "I'm glad it got away," no-one said.



TO ALBANIA

"The anchor could be sold in Albania for astrals. The binnacle could be sold in Burma for balboas. The cockpit would sell in China for centavos. The deadeyes in Denmark for ducats. The escutcheon in Ethiopia for excudos. The forestay in Fiji for francs. The Gooseneck in Guinea for guilders. The hatches in Haiti for humans. The Irish pennants in India for ibers. The Jib in Japan for junk. The keel in Kuwait for kopecks. The limberholes in Libya for lira. The mainsail in Morocco for marks. Nettlestuff

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I day-dreamed about having a light flat-water kayak, one I could easily lift and tie on top of my pickup's cab and take on the spur of the moment anywhere there's suitable water. I wanted it to be reasonably stable (for a kayak) and easily paddled, with straight tracking and a fair turn of speed. I figured that 14' in length with a 2' beam, at under 40 lbs., would be about optimum for my purposes. It shouldn't be as difficult to construct as most wooden kayaks are, and it should be relatively cheap, too. Above all, it had to be one that I'd designed and built myself, because I'm that kind of messing-arounder. So I got to thinking seriously about the project.

The only kayak I'd ever tried was a fiberglass job my friend Michael bought some time back from its builder, who made it in two pieces over male molds provided by a kayaking organization. It was light and fast, and although it felt secure enough under way, its rounded bottom and small cockpit opening made it tricky getting in and out. After seeing Michael get dumped a few times I decided that I wanted my kayak to be much more spill-proof! I also wanted more freeboard and a bigger cockpit and sealed chambers in which I could stow some cargo instead of having to lash it on deck or stuff it around my legs. In short, I wanted a bit more comfort and peace of mind than that provided by "typical" kayaks.

#### DESIGNING/PLAGIARIZING

*Gato* was drawn up after I'd absorbed Phil Bolger's accounts of his *Eek!* sailing pirogue and *Minimum Kayak* designs, and had studied Bob Hicks' instructions for building the *Cockleshell* kayak. I had the idea that a combination of certain features of the three designs would produce an especially easily-made light and stable boat. Designing her to be built from a couple of 4x8' sheets of 1/8" "doorskin" plywood, some scrap 1/4" fir ply, epoxy glue, polyester resin and fiberglass cloth, and a few pine sticks, would make for an inexpensive kayak, too. (As it turned out, I ended up spending about \$80 for materials.)

Except for the coaming, in profile *Gato's* hull resembles a stretched-out, flattened version of Bolger's pirogue. Her pointed stern is immersed to the same depth as her

midsection; that is, her flat bottom is parallel to the waterline from about 'midships to the sternpost. This will provide a lot of volume for stowage under the afterdeck when I get around to installing a hatch. *Gato's* coaming structure is modelled after that on Bolger's kayak. I cushioned the sides and back of it with sections of foam pipe insulation (another idea I got from Hicks); this makes it possible to carry *Gato* stern-forward on the truck's roof without need for a roof rack. Lines from the stern tie under each corner of the front bumper, another pair go from the bow to the rear tie-rings in the pickup's bed. Side-sway preventers go from either side of a "belt" of rope around her middle to the forward tie-rings in the truck's bed.



In practice, *Gato's* immersed-stern shape with lack of rocker aft produces some interesting behavior. (More about this under SEA TRIALS, below.) In plan view *Gato* looks like a modified version of Bolger's kayak, and in cross-section below the waterline she looks like the pirogue, with her plumb sides and flat bottom. This is the secret of her good initial stability, by the way; as intended, she's not very tippy.

#### BUILDING

I don't like the clunky look of butt-blocks, even if they're "hidden" inside, so the sides, bottom and decks were cut from a single 14'

# Gato

14' Doorskin Kayak

Design and Commentary

by Joe Pallazola

1420 Grant Street

Berkeley, California 94703

#### SPECIFICATIONS:

Length:	14'
Beam:	24"
Draft:	3"
Hull Freeboard:	5"
Coaming Freeboard:(Average)	8"
Weight	36 lbs.
Cockpit Dimensions:	
Inside Length:	54"
Avg. Width:	23"
Avg. Height:	11"
Opening:	36" x 24"

x 4' panel of 1/8" ply (made by using Harold Payson's tape-and-resin method to join one full 4x8' sheet and 6' of the second sheet). The bulkheads, frame and seat were cut from the remaining 2' section. It was easy to draw the one-piece parts of the boat on the plywood panels and then cut them out with a thin-bladed Japanese crosscut handsaw. It was equally easy to assemble the hull by springing the sides around the bulkheads and a U-shaped 'midships frame with Spanish windlasses and then attaching the bottom. Stitch-and-tape construction with thickened-resin fillets, as employed by Hicks in building his *Cockleshell*, made for strong, tight joints throughout.

The open hull was then fitted with rub-stakes along the tops of the sides. Once the decks were attached, the great stiffness of those triangular boxes forward and aft was evident. The hull felt very strong in spite of the thin material from which it was made. The somewhat flexible sides of the cockpit were further stiffened with the addition of the coaming structure. Coated with resin inside and out, with glass cloth over the entire hull and decks, *Gato* weighs in at an easy-to-carry 36 lbs. After the hull was completed I made a curved-blade double paddle out of a piece of 1x2 pine and some scraps of 1/4" ply. We were ready to try her out.

#### SEA TRIALS

*Gato* is a quick-and-dirty prototype, and she looks it. The resin is lumpy in places and the butt-joints on her sides and bottom show the contrasting color and grain of the joined plywood panels. But "it don't hurt the running of her none." So, leaving her unsanded and unpainted for now, I took *Gato* to Berkeley's Aquatic Park, a long salt-water pond separated from San Francisco Bay by Interstate Highway 80, for her maiden voyage.

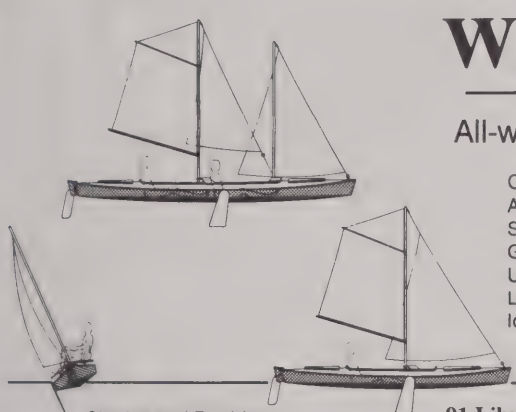
As I'd hoped, in use she feels quite spacious and stable. She's so light that she's easily driven, and she tracks like a train. In fact, *Gato* tracks so well that she's reluctant to turn! That immersed pointed stern behaves like a lashed-ahead rudder, allowing easy forward motion but resisting pivoting. It was upon experiencing this disconcerting tendency that I named her "Gato," after a computer game featuring a submarine with an annoyingly-large turning radius (compared to those of the enemy vessels she stalks). The addition of a foot-operated rudder system subsequently cured this shortcoming. Anyway, turning radii are relative; even without a rudder *Gato* still turns tighter than any container ship afloat!

#### WHAT'S NEXT

Now I'm toying with the idea of fitting a small sail rig and leeboard. I have available a 40-lb. lead ingot that I can use for added ballast. In flat water with light breezes she might sail well enough to be interesting. Or I may give her "as-is" to a friend who has spent many happy hours paddling about in her and is quite fond of her. Then I could build a refined version incorporating changes I think would improve the design and finish. At the moment, though, I have at the "cartoon" designing stage a 16' kayak with provision for solo or double paddlers; maybe I'll build that one instead.

In the meantime another project has come


to a successful conclusion. I designed a little rowing skiff for kids, made mostly from a single 4x8' sheet of plywood, some glass tape and resin, and a few sticks. She's vee-bottomed, with a curved stem, flared sides and a raked transom. I adapted Glen L's "FAST-G" method to my own design. His "Fold And Stitch Then Glue" concept seems to me a good way to create lightweight and attractive small craft. I worked out the shape by making a cardboard-and-masking-tape scale model, and the result inspired me to build the full-scale prototype. The 26-lb. (!) finished skiff looks very saucy, indeed. More about this one later.



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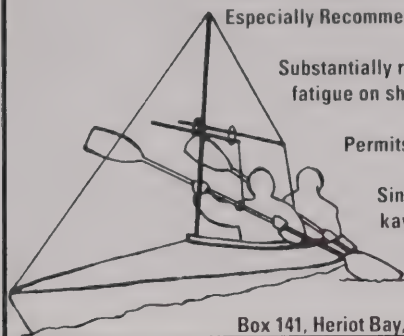
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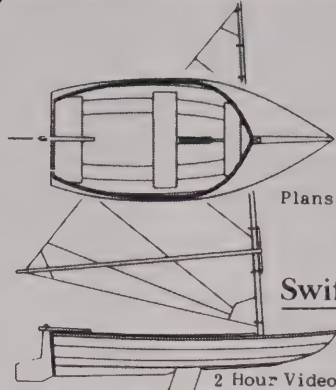
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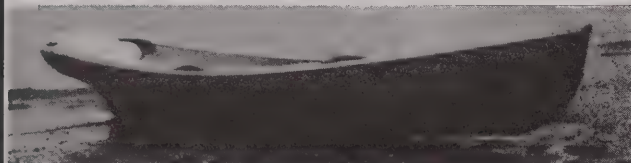
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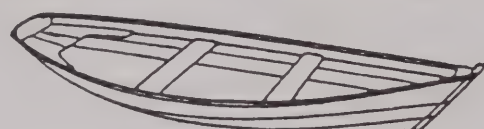
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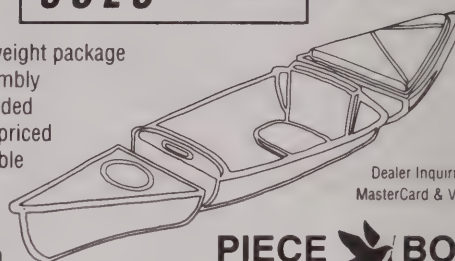
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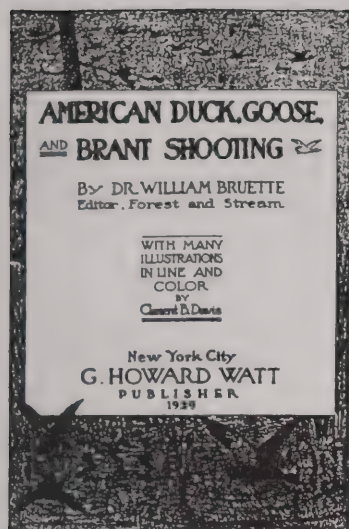


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A shooting punt is a little punt that can be used much like the sinkbox, yet is capable of being rowed to and from the shooting-grounds or of being easily transported overland. The construction is different and a little more complicated, but it should offer little difficulty.

The first thing to do is to bend up the bow piece, which should be of oak  $\frac{3}{4}$  inch thick, 8 feet long and 3 inches wide. This should have one straight edge, but the other should be concaved so that the piece is just one inch wide in the middle and carried in a gentle curve to full width,  $2\frac{1}{2}$  feet each side of center.

Lay out a half circle on the floor 1' 11" in radius and on the inside of it nail blocks every few inches which stand up squarely about three inches high and touching the circle. Cut off the corners of the edges touching the circle so that they will not break the plank as you bend it. Get a half dozen or so extra blocks and have them ready to nail down when needed.

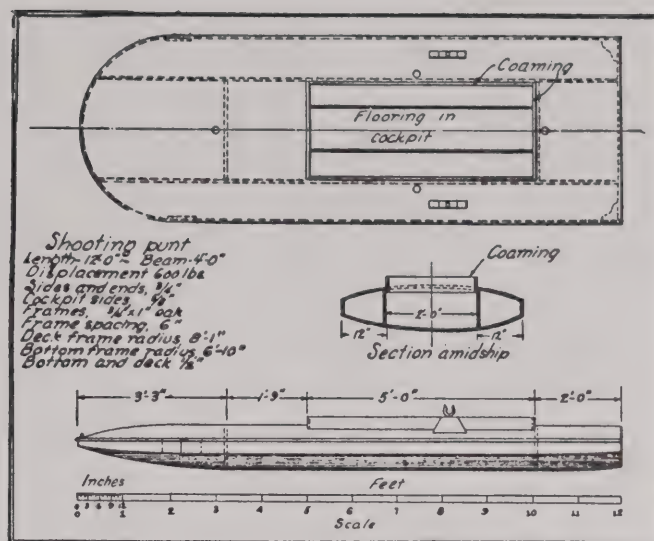
Next you require a steam box which can be made of any lumber handy and should be just big enough to contain the plank and a little to spare. If you intend to build any more boats you might as well make it 6" square inside and about ten feet long. One end is sealed up and the other fitted with a door or stuffed with rags. A piece of hose is fitted in near the sealed end and the other end jammed over the spout of the tea kettle. If much work is to be done it is better to arrange something like a wash boiler to furnish the steam. The whole box can be covered with old carpet to keep down radiation.

When the box is good and hot with the steam, put in the plank and stoke up for about half to three-quarters of an hour. When it seems soft get it out quickly and lay it up against the blocks, straight edge down with the center of it at the midpoint of the half circle. Nail down a block outside so as to jam the plank tightly in place. Then pull the ends steadily and slowly into shape and nail down another block every foot or so as the plank comes to position. The ends will stick out beyond the half circle and should be blocked in just a trifle less than parallel. The plank should show a fair curve. If it has a hump look it over for a possible break. It may have slivered in places but if you catch them in time with a clamp they will not go far and will do no harm.

While the bow is setting get out the side pieces, which are 4 feet wide, one edge straight, the other also straight except for 2 feet at the after end and one foot forward where it is gradually tapered in a curve to three inches wide at the ends. The butt blocks or straps of the same wood can be screwed to the forward ends and the corner blocks to the after ends.

The stern piece requires a board 12 inches wide and 4 feet long. The radius of the deck curve is 8 feet 1 inch and of the bottom 6 feet 10 inches. The width at the ends is, of course, the same as the side pieces. The deck and bottom frames are sawed out of  $\frac{3}{4}$ -inch oak and are one inch wide. The easiest way to mark them out is to make a pattern of thin wood for the deck frames and another for the bottom frames. One pattern will do for each set and twenty-three of each are needed.

When the bow piece is cold and dry tack a strip across to hold



it, cut the ends to proper length and screw on the side pieces by means of the butt straps. Be sure that the straight edges of all three pieces are on the same side (the top) of the boat. Then fasten the stern board in place.

The cockpit side can now be fastened to bow and stern. These are simply 10-inch boards and have as yet no shape. Their position on the stern board will give the height above the sides and they should be parallel to the sides. It will probably be necessary to tack a couple of temporary struts between cockpit sides and boat sides to hold the shape and a couple of short diagonals will keep the frame from weaving.

Now take up a top frame and lay it across the boat. It will rest on the cockpit sides but will not touch the boat sides. Therefore the cockpit sides must be carefully notched until the top of the frame will come flush with the top of the boat sides. The frames fit inside and are fastened by a nail through the boat side into their ends. Also a nail is driven through the frame into each cockpit side.

When all the deck frames are in place the cockpit sides can be planed up flush with them and the edges beveled to fit, after which the boat is turned over and the process repeated. The planks are put on in one length and should not be over 4 inches wide. The curvature of the frames gives just the right kind of a caulking seam tight on the inside but open on the outside and it will hold the cotton or wicking in good shape. See that the outside planks are well fastened to both sides and frames as they will then hold the boat well together.

Before planing the deck cut out the frames in the cockpit opening, and fit the coaming after the planking is finished. The joint between cockpit sides and deck and bottom should be watertight and the notches for the frames can be caulked if necessary.

Get four corks 2 or 3 inches in diameter and fit them as shown in the deck so as to be able to pump out the various compartments.

Row locks are fitted up on blocks as shown and a large eye forward for the anchor rope to go through. The rope leads into and can be handled from the cockpit.

The boat should be camouflaged and will need some ballast to sink her to about the deck edge. This is best provided by waterproof bags which can be filled with water at the anchorage.

For carrying decoys a 4-inch wash board can be fitted across the stern and along the sides held in place by dowels and loops just as wagon stakes are attached. The side boards should be short enough to stow in the cockpit. A grating or slat floor is put in an inch or so above the bottom to keep the crew out of the water.

I have seen such a boat used in fairly rough water by means of a canvas apron or fender about 6 inches wide and 10 inches long attached to the stern (the boat being anchored stern first by the anchor).

Putting a piece of canvas to the bow to fill in the curved space it would make a better job.

One who is accustomed to tools can cut all the timber or scanting dimensions an eighth of an inch and get a much lighter boat. If, however, this is your first attempt at anything but a box you will do well to use the heavy stuff indicated.



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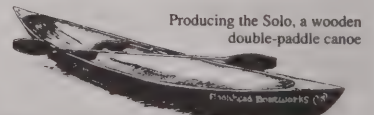
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I've messed about in many others since, and built a few, each one getting lighter. In 1985, while building my 14' sharpie of about 110 lbs, I was thinking there had to be a decent boat made with the least amount of material, time and money, which would still be safe going out through boat wakes to the Thimble Islands off Branford, CT.

I found that 4'x12' would give me such a boat, one and one-half sheets of 1/8" plywood would work

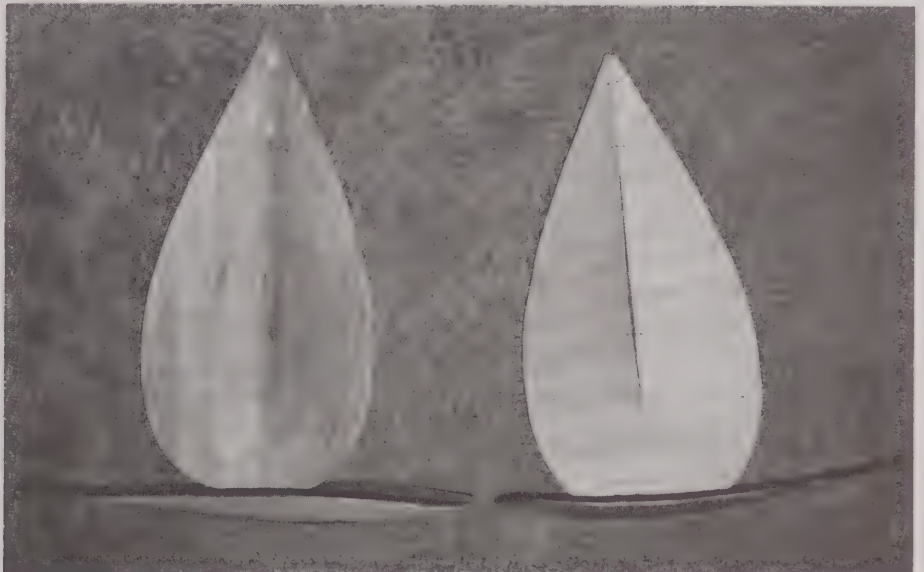
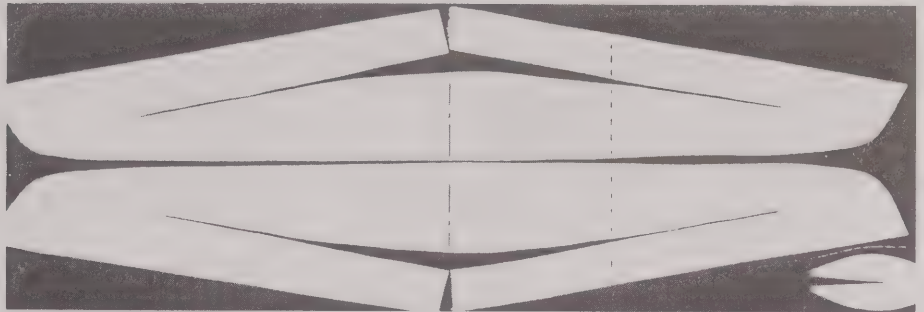


out to be a solo canoe (with enough room for the dog, or camping gear) a little over 10' long and a little over 25 lbs. Perfect. Fits into a hatchback car, on a roof, in a small pickup, and I can carry it easily. "Quick and Dirty", wire, epoxy and go!

There wasn't much leftover

scrap but I just couldn't throw it away. Double paddle blades (not just flat blades) were formed with a little cut, a little wire, some epoxy, add a closet pole and they became a spoon-bladed double paddle.

Robert Sparks, 36 Soundview Hts., Branford, CT 06405.



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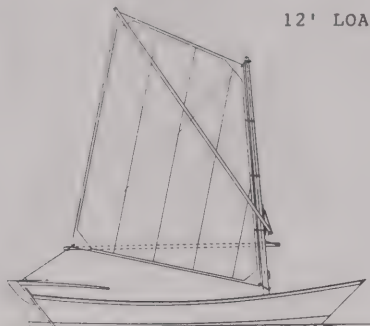


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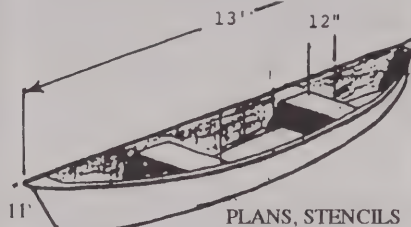
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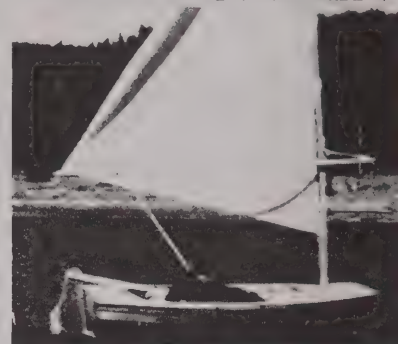
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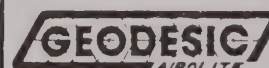
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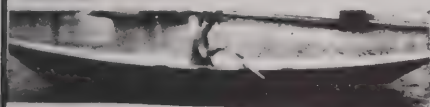


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# Bolger on Design

## Ship's Boat

DESIGN 506  
15.4' x 4.5'

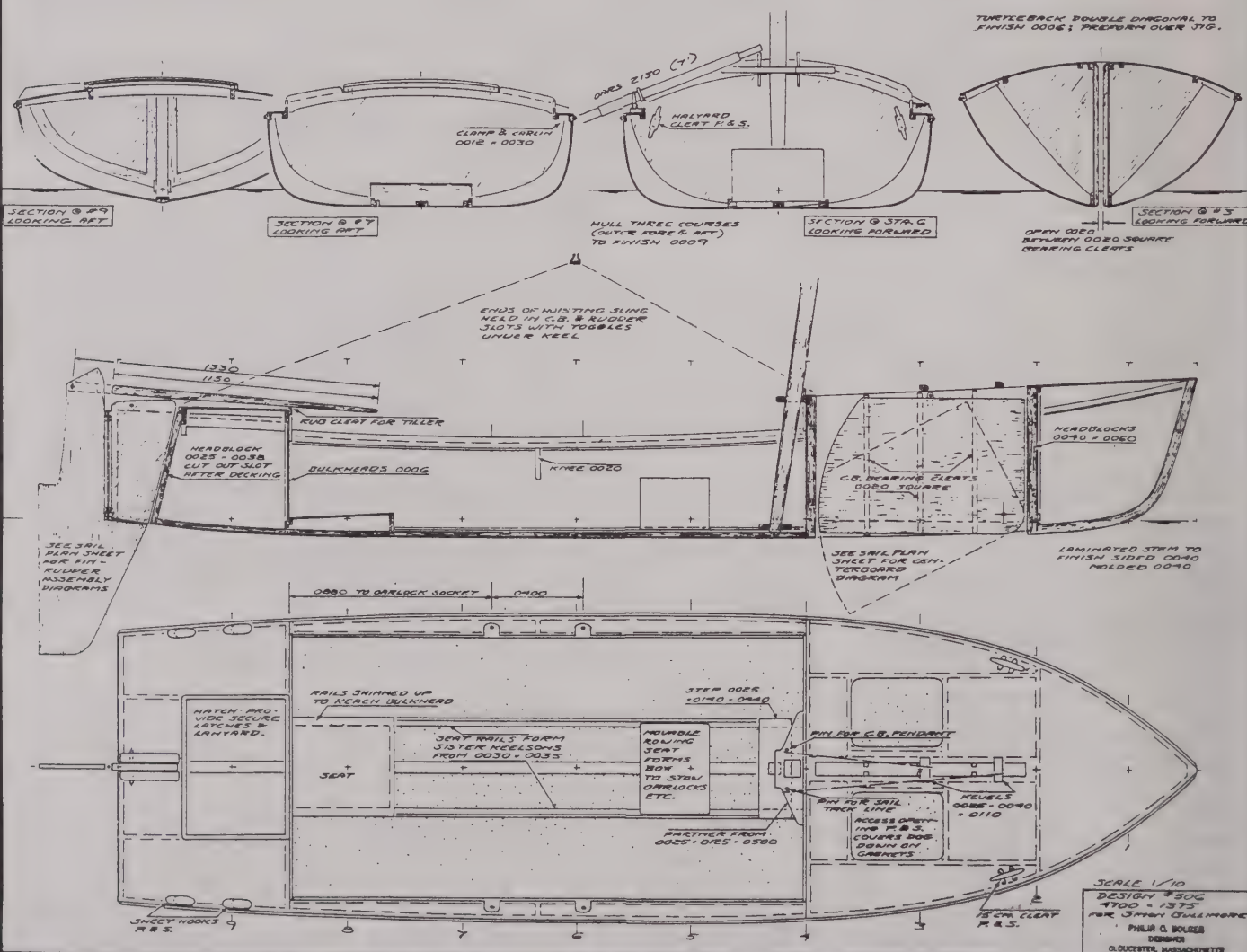


This sailing dinghy was designed as a tender with lifeboat and surfboat capability for Simon Bullimore's new schooner "Barn Owl"; cold molded wood epoxy construction in Simon's own shop on the Stour River near Harwich, England. The bow centerboard, with the rudder supplying half or more of the lateral plane load, leaves the midbody of the boat clear for cargo or (in a pinch) for

sleeping. The photo shows a sailing dinghy or boardboat Brad Story built to try this arrangement; it works quite well in a hull the midbody of which can slide sideways easily as the boat pivots on the forward centerboard; a deep bodied boat would have to have the for-



ward board arranged to turn like a rudder to be reliable in stays. The fixed board arrangement tracks well. The lateen rig of 92 sq. ft. is for normal use; the 63 sq. ft. dipping lug is for the lifeboat, to make straightaway passages in heavy weather.



# Classified Marketplace



BRISTOL 29 SLOOP, 1971, MJC, storm jib, cruising spinnaker, VHF, autopilot, well maintained. Herreshoff design. \$15,500.  
VICTOR MASLOV, N. Reading, MA, (508) 664-6648. (1)

16' CAPE DORY in exc cond. Wood w/FG over. \$1,400.  
RAY HARTJEN, Port Tobacco, MD, (301) 934-2998. (1)

16' FCBOT 2 person w/compl sail rig, fair cond. \$350.  
RAY HARTJEN, Port Tobacco, MD, (301) 934-2998. (1)

20' OLYMPIC RACING CANOE, flat water, turn of the century Walter Dean C4. Cedar & mahogany w/brass strip battens. Vy vy gd orig cond. Taking BO.  
TREE TOP CREATIONS, 52 Heatherwood Hill, Audubon, PA 19403, (215) 631-1645. (1)

FRAME KIT for 21' Glen L CB plywood Sloop. Brand new, never started. Compl w/plans. \$350.  
CHARLIE BALLOU, 35 Park St., Wilmington, MA 01887. (1)

BOATBUILDING BOOKS: Chapelle's "Boatbuilding", \$25. Steward's "Boatbuilding Manual", \$20. Both for \$40.  
CHARLIE BALLOU, 35 Park St., Wilmington, MA 01887. (1)

CANOES FOR SALE. 18' Kennebec, restored, \$1,200. 17' St. Louis, restored, \$1,300. 17' Old Town Otca, restored, \$1,100. 16' Old Town Charles River, restored, \$1,200. 17' Old Town HW, nds paint & varnish, partially restored, \$700. 17' Old Town HW closed gunwale, \$400, incl material for restoration. 16' Chestnut Cruiser, nds 1 rib, new rails, stripped & canvassed, \$400. 12' Canadian Canoe Co. cartop square-stern boat, restored, \$1,000.

THE WOODEN CANOE SHOP, INC., R #4, Bryan, OH 43506, (419) 636-1689. (1)

17' THAYER WHITEHALL pulling boat, new, never used. \$1,500.  
KEN PACANS, Corpus Christi, TX, (512) 949-8534 eves. (1)

16'6" MAD RIVER CANOE, Explorer model. FG w/kevlar re-inforcements, wood trim, cane seats, slotted gunwales. 68 lbs. A nice canoe in vy gd cond. \$550. Delivery extra.

DAN CHASE, Cape Elizabeth, ME, (207) 799-1354. (1)

OLD WOODWORKING TOOLS (spokeshaves, adze, corner drill), books, maps, Thule windsurfer carrier, large brass hinges, misc gear. SASE for lists.  
OWEN CECIL, Box 635, Oscoda, MI 48750. (24)

CANOE, 17' OLD TOWN CTCA (wood) w/mast seat. Nds re-canvassing. Purchased new in 1976. \$700 firm  
J.E. BOGART, Natick, MA, (508) 651-0097, 5-7pm, Mon-Fri. (24)

SIMMONS SEA SKIFFS. Classics of the North Carolina coast. Outstandingly seaworthy and fast with low power; light, simple plywood lapstrake construction. Detailed plans and directions, no lofting.

SEA SKIFF 18: Featured in SBJ #51. 17'1"x5'7"x5" draft, 20-40hp. Plans \$30.



SEA SKIFF 20: The big offshore fisherman. 19'4"x7'6"x10" draft; 50-70hp. Plans \$45. Information on both \$1.

CAPE FEAR MUSEUM, 814 Market St., Wilmington, NC 28401, (919) 341-4350. (TFP)

HYDRA SCLO, the fastest plastic single-seat sea kayak, w/2 hatches, bulkheads, carry handles. Vy gd cond. \$850 firm.

FRANK CLOUSE, Worcester, MA, (508) 791-4766 days. (24)

OLD 12' JON BOAT. \$275. Porta-bote sail rig. \$99.

FRANK CLOUSE, Worcester, MA, (508) 791-4766 days. (24)

17'SEAWARD SLIPPER SLOOP, 1985. Incl main & jib, galv trlr, 5hp Mariner OB, Porta-potti, sink, cooler, boarding ladder, bow pulpit, lifelines, compass. Fresh water boat always stored inside. In exc cond. Asking \$4,500.

WALKER COLE, P.O. Box 166, N. Berwick, ME 03906, (207) 676-9050. (24)

43' NAUTALINE, comfortable live-aboard. A bit shabby but could look good again. No engines but could be repowered. In water Chesapeake Bay. Available May. \$6,500 or offer.

PAUL STIMSON, 25869 Coose Neck, Royal Oak, MI 21662, (410) 745-3858. (24)

KEY LARGO COTTAGE, studio type, sunny, warm, enjoy waterfront, tropical foliage, hot tub. Rent includes 16' daysailer and windsurfer. \$395 per week.

KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

CANOE LINES PLANS. Lines, offsets, mold patterns, for 12', 14-1/2', 16' and 18-1/2' canoes drawn for traditional beauty and versatility. Sized for either strip-built or wood/canvas construction.  
FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

ESCAPE NEW ENGLAND WINTER! Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. Cottage also available.

KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

20' STAR ISLAND SLOOP, traditionally styled double-ended pocket cruiser. Gaff rig, FG hull w/oak trim. Full length keel draws 32". \$1,750. 6hp OB & trlr negotiable.

PAUL FORMAN, Ipswich, MA, (508) 356-7826. (24)

LONESOME BAY BOAT, a modern replication of a 16' 1912 Old Town "Double-Ended Boat". Fast and stable under oar, sail, paddle or small outboard. This is a perfect multipurpose boat for the sportsman, camp owner and family. For its length it is one of the most versatile boats being built today. Light and responsive, its classic early Maine styling and modern materials hull provide you with low maintenance and much pride of ownership. A wide option list enables us to custom build each boat to your specifications.

INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457 or 643-6001. (TFP)

"THE FLIGHT OF THE DAMN FOOLE" by Tom, now in book form, 232 pages of Tom's most recent adventures in his Townie, profusely illustrated. Only \$8 postpaid.

TOM MC GRATH, 11 Severance St., Lynn, MA 01904. (TF)

SLEEPER: 7'10" car-toppable sailing cruiser. Sleeps two belowdeck. Plans \$35, info \$3.

EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (18-93p)

WANTED: 20'3" Carolina Dory Skiff in gd cond.

BOB WELSH, Downers Grove, IL, (708) 964-8320. (24)

WANTED. Used Sunfish sail & rig donation for use teaching sailing this summer at free school.

HOWIE MITTLEMAN, North River Boatworks, Albany, NY, (518) 434-4414. (24)

19' LIPPINCOT LIGHTNING, #11582. Newly refinished Sitka spruce mast, white hull, 2 sets of sails & spinnaker, trlr. \$1,600.

THOMAS PRICE, Center Harbor, NH, (603) 284-7709. (24)

BOATBUILDING ARTICLES. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds.  
E.G. RAGSDALE, P.O. Box 48, Westlake, OR 97493, (503) 997-7818. (TF)

DOUBLE RACING SCULL, Small Craft open water model, compl w/2 pr oars. \$1,000. Delivered Boston-Washington negotiable.  
TIM O'DELL, 950 Elm, New Haven, CT 06511, (203) 389-2665. (24)

WHITE ASH. Clear grained, rough sawn, air dried ash. 200 board feet. Mostly in 16' lengths, random widths from 6"-12", four-quarter thick. Stored inside. Excellent quality for boatbuilding, furniture making, turning, etc. Selling as a lot only. \$250

JOHN FISKE JR., Weston, MA, (617) 899-2936, leave message. (2p)

TREMOLINO TRIMARAN, best offer.  
KEN PACANS, Corpus Christi, TX, (512) 949-8534 eves. (1)

SUMMER RENTAL: House on Maine island nr Acadia National Park. Three br, bath, kitchen. View of harbor, hiking trails on property and other places on island. Fresh water swimming quarry nearby, launching sites for boats, sand beach. \$475 per week, Saturday to Saturday. Access to island by ferry 6 times daily.  
IVER LOFVING, Box 366, Swan's Island, ME 04685, (207) 526-4121. (TF)

SEA SPRITE 23, 1981, low miles & gd shape. Full-keel Alberg design (see reviews "Practical Sailor", 1/1/92; "SDJ", 11/87). Nice cond; main, 110, 155; new canvas. Datamarine instruments, new compass; fully wired, w/electric bilge pump & mast lights & antenna; hand pump & 9 gal water; brass ports; full-sized pulpits w/lifelines. Overbuilt, sails beautifully, draws compliments. On Chesapeake. \$8,500 OBO.

GARY KOTARA, McLean, VA, (703) 790-8309. (24)

"DOUBLE EAGLE" (Glenn L 24' lobsterboat) plans, plywood version. Compl w/materials list, bldg directions. Never used. Cost new \$104, offered at \$50.

JIM BETTS, P.O. Box 1309, Point Pleasant Beach, NJ 08742. (24)

DESPERATELY SEEKING O'DAY 12 sailboat (Sunfish or Phantom). Minister on vy limited budget can't take one more summer off the water.

JOHN KARRER, 10 Rockland St., Taunton, MA 02780. (24)

RECESSION SPECIALS. Low cost sailing, 1974 Kells 21' FG/swing keel, 7.5 Sears, safety gear, wooden dinghy, possible mooring. \$2,900. Sailfish, early FG, compl. \$250. 12' Trisail, have most parts. \$175. 10' wooden sailboat, Sunfish rigging, fair. \$175. 14' boat trlr, fair cond. \$175.

ALAN BROD, N. Smithfield, RI, (401) 769-6030 (keep trying). (24)

SMALL WOODEN SAILBOAT, 10'10"x4'7"x100lbs w/69 sq ft in main & jib. This is a Mirror dinghy, fast, stable and self-rescuing. In gd sailaway cond. \$800.

JOE FERNON, St. Michaels, MD, (301) 745-5996. (24)

TWO BOLGER STRETCHED LIGHT DORIES, 19'6"x4'0" for effortless rowing by 1 or 2, w/wo/passenger. West System treated for maintenance-free enjoyment.

JOE FERNON, St. Michaels, MD, (301) 745-5996. (24)

KLEPPER MASTER FOLDING SAILBOAT. Bigger & nicer than Klepper Aeries II. This rare boat has African mahogany trim & has been completely revarnished. Un-sinkable, seats 4, can be sailed w/new 100 sq ft main, jib & leeboards; powered w/up to 10hp; or rowed. Weighs only 95 lbs! Beautiful boat, would cost \$5,000 new, selling for \$900 o.b.o.

SCOTT IVES, McLean, VA, (703) 536-5024 (home), (202) 331-4687 (work). (24)

22' LOBSTER STYLE, cedar hull, slps 2, Volvo Penta I/O, w/trlr. \$4,000.

STEVE ECKELMAN, Staatsburg, NY, (914) 889-4726. (24)

24' 1929 CHRIS CRAFT COMMUTER made from a triple cockpit, see Sept, 1989, page 4, "Classic Boating Photo Album" for picture. M engine, Hull # 2314. Gd cond. \$14,000.

ERWIN LAITENBERGER, 2806 Union St., Rochester, NY 14624, (716) 594-8533 eves. (24)

CUSTOM OARS & PADDLES, furniture grade products built to your specifications and patterns, using any commercially available woods. Solid or laminated, straight or spoon, pinned or feathering, each piece is meticulously hand-crafted for the best looks, action and function. From a Maine Beaver Tail to a 15' sweep, our shop can handle all your needs. Options include leathers, various tips and finishes, and Guide-boat or standard hardware. For a quotation call or write with your specifications.

INDIAN POINT GUIDEBOAT CO. 732 Midland Ave., Midland, PA 15059, (412) 643-5457 or 643-6001. (TFP)

COZY CABIN overlooking beautiful Hudson River in Orange County, NY. Grt vacation getaway, lots of boating & hiking, etc. \$15,000. Land rent & taxes \$2,000/yr. Would consider trade for a boat of character.

JIM MURRAY, Ft. Montgomery, NY, (914) 446-5560 eves. (24)

BIRCHDARK CANOE BUILDING COURSE, June 27-July 12, 1992, or July 18-August 2, 1992, on Lake Superior (Wisconsin shore). \$750 U.S. including lodging.

DAVID GIDMARK, Box 26, Maniwaki, Quebec J9E 3B3, Canada (No phone). (4p)

SAN FRANCISCO PELICAN. Plans and complete building instructions for easy and economical plywood construction. "Pelican 12" sailing dory-pram, sturdy center-boarder, flat bottom, standing lug rig, \$25. "Great Pelican 16", basic design with cabin, \$35. "Super Pelican 18" stretched hull drawings (to be used with 16' plans), \$20. Three-in-one "Pelican" package, \$55.

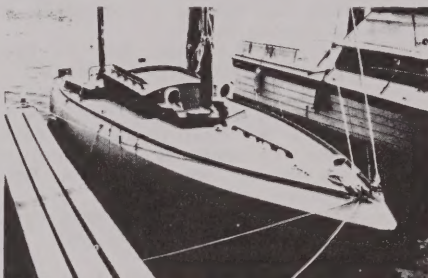
M. SHORT, 203 Hawthorne Ave. Larkspur, CA 94939, (415) 924-0685.

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ENSENADA 20' SLOOP by Lyle Hess, classic & roomy raised deck (4 berth) design. FG '73 faded but solid, fast & weatherly, 1,600 lbs, fully self-righting w/retractable keel. Sailaway/towaway w/fitted trlr & Seagull. First \$1,895 takes it.

FERD JOHNS, Annapolis, MD, (410) 263-2559. (24)



21' LAURENT GILES YAWL, sister to John Guzzwell's "Trekka". Blt '87 by R.K. Wilmes. Dynel & epoxy over strip planked red cedar. Sitka spruce masts & booms. Honduras mahogany cabin sides, coamings & toe rails. Origo alcohol stove, VHF, Ritchie compass, 7 sails (some never used). Custom steel cradle. Exc cond. \$15,000.

DAVE BOBOC, 59 Newgate Rd., Oxford, CT 06478-1534, (203) 888-7348. (24)

PADDLING GEAR. 8-1/2' Werner Little Dipper paddle, \$125. John Derry C-1 white water boat, paid \$250, will take less. Stolquist Semi-dry hooded suit, \$100. Flat water racing kayak, FG kevlar reinforced, \$100. Davis Range Finder, \$30. "Ultimeter" measures barometric pressure, temperature, \$175.

GAIL FERRIS, 1 Bowhay Hill Rd., Stony Creek, CT 06405, (203) 481-4539. (24)

33' HERRESHOFF MEADOWLARK, 1962. Cedar & yellow pine on oak, 15hp diesel (175 hrs). \$13,000. Will take in partial trade: Seasprite, Alberg 22, 23, Sailmaster 22, or similar.

BOB SILVIUS, Freeport, ME, (207) 865-3947. (24)

1986 DOVEKIE, Edey & Duff's classic 22' ultra-shoal draft leeboard cruiser. Phil Bolger design. Trlr, new motor, compl cruising package, many extras. Forced to sell, \$7,500.

JIM SEARLS, Madison, WI, (608) 231-2054. (1)

BY DORY THROUGH THE GRAND CANYON, July 5-20. Call for more info. BETH SCHWARZMAN, Falmouth, MA, (508) 540-5432. (24)

SKIMMAR 9' SAILING DINGHY, no sail or sailing parts. Similar to a Dyer Dinghy. \$250.

GENE GIFFORDS, E. Islip, NY, (516) 234-1350 (work), (516) 277-1643 (home). (24)

23' GAFF RIGGED SLOOP, Devlin designed "Winter Wren" as seen in "SDJ" & "Wooden Boat" mags. Pretty pocket cruiser, slps 2 in comfort. Blt in 1985 of best materials. 6hp OB, lights, auto bilge pump, cushions, porta-potti, etc. \$4,000 OBO, terms possible. Located Long Island, NY. CHARLES THRASHER, 145 Capt. J. Smith loop, N. Ft. Myers, FL 33917, (813) 731-9223. (1)



31' CASEY CUTTER, E. Hampton, NY, in gd cond, in water & ready to sail away. Vy nice interior. Engine nds some work. May be completed before or after sail. \$7,775 OBO.

RAY HARTJEN, Port Tobacco, MD, (301) 934-2998. (1)

DRYSUIT: Marker Dry Fashion Avilastic size M w/hvy duty rear entry metal zipper. Never used, as new. Lighter, quieter and more durable than nylon/urethane; breathable (they say). Asking \$185, abt half original price.

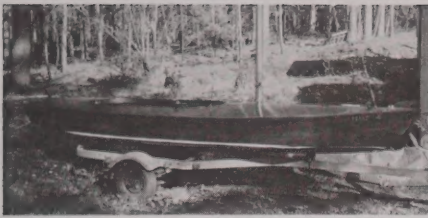
FRED JONES, North Haven, CT, (203) 239-5881 days, (203) 467-0297 eves. (24)



16' SHIPS LIFEBOAT, Canada 1965. Leeboards, OB rack, nds interior reblt & some easy carpentry. Sailed well, vy strong. Hoist hooks original. Only \$450. J. MITCHELL, Noank, CT, (203) 536-6213. (24)

HAVEN 12-1/2 FOOTER, partially complete. Hull is finished except for foredeck and seats. Boat comes with sails and external lead ballast keel. This boat is a carefully constructed amateur project. Personal problems force sale of boat before completion. Seek to recover cost of materials. \$5,500.

JOHN FISKE, Weston, MA, (617) 899-2936. (2p)



**SNIPER CLASS**, 15'6"x5' daggerboard sloop, see "Wooden Boat" #89. Mahogany hull, deck & frames, bronze fastened. No rot, all bright finished. Oval cockpit, alum mast, dacron sails, OB bracket, '85 galv trlr. A wooden boat made to be trailered, fast and fun sailing. Buying a bigger boat, \$800 or BO.  
**LAWRENCE BIRCH**, 626 Station Rd., Amherst, MA 01002, (413) 256-3083. (24)

**SHOP TOOLS**. 20" floor model bandsaw. \$700. 12"x5" Sears planer on stand, extra set of knives. \$550. Sears wood lathe on stand, 36" bed. \$150. 3-wheel bandsaw. \$50.  
**CHET FARRELL**, School St., W. Dennis, MA 02670, (508) 398-2679. (24)

**GLOSCAP SEA KAYAK**, by Gillies, FG, brand new. Length 17', beam 24", only 47 lbs. Medium to high volume. Extremely fast, tracks well, expedition equipped. A high performance kayak for the larger paddler. \$1,200.  
**JIM ELLIS**, Lyme, CT, (203) 434-7835. (24)



**CLASSIC MOTH BOAT PLANS** available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage.  
**MUSEUM OF THE ALBEMARLE**, 1116 U.S. Hwy 17 S., Elizabeth City, NC 27909, (919) 335-1453.

**CADENCE LP SEA KAYAK** by Northwest Kayaks, FG, used once. Length 17', beam 24". Sleek, stable, tracks & handles well, expedition equipped. A sporty medium to high volume touring kayak. \$1,250.  
**JIM ELLIS**, Lyme, CT, (203) 434-7835. (24)

**23' O'DAY TEMPEST**, 1967. Tall rig, race equipped, 7 sails, Lewmar winches, 2 berths, head, VHF radio, accessories. \$4,000 or BRO.  
**PAUL FORMAN**, Ipswich, MA, (508) 356-7826. (24)

**DELIGHTFUL WATER DOME**, Key Largo, like having your own island! Spacious vacation studio with sundeck, afloat on Florida Bay. Includes sailboat, motorboat, spectacular views, privacy. Sleeps four. \$595/week.  
**SHOAL WATER CRUISES**, Key Largo, FL, (305) 451-0083. (TFP)

**FOR RENT**: Month of June, 2 br cottage w/waterview on Prudence Isl. RI. Small boater's paradise. \$800 for month.  
**DON BETTS**, Brooklyn, NY, (718) 855-3659. (24)

**17' LAPSTRAKE O/B SKIFF**, pine on oak. Bit Lower's Boat Shop, Essex, MA. Approx 15 yrs old. \$1,250.  
**MIKE MCGARTY**, Ipswich, MA, (508) 356-4830. (24)

**TWO OUTBOARD RUNABOUTS**. 1957 15-1/2' Lyman, all original w/35hp Gale. \$800. 1948 16' Chris Craft Special Runabout, hull only w/ little hrdwre. \$300.  
**ERWIN LAITENBERGER**, 2806 Union St., Rochester, NY 14624, (716) 594-8533 eves. (24)

**SAIL RIG** for Nor'Easter 7'11" dinghy. Unstayed, jointed alum mast, 14'2", boom 7'". Dacron sail, luff 11', Foot 8'. Sail bag, spar bag, halyard, sheet, etc. \$150. FG fixed blade rudder w/tiller. \$25. Alum kickuprudder w/tiller. \$20.  
**GARRY OSBORN**, Stamford, CT, (203) 4322-2352, or toll-free days outside CT, (800) 451-4956. (24)

**14' ORIGINAL CHAISSON SWAMPSCOTT DORY**, double-ended, blt ca 1930 as tender for schooner "Yankee Girl", which sank in Marblehead, MA, in great hurricane of '38. Raised by Fred Dion, dory unharmed. Well-maintained by present owner for over 35 yrs, mahogany seats and trim painted over for all-weather use. See John Gardner's "The Dory Book", 1978. Condo restrictions in Sarasota, FL, force sale. \$2,300.  
**ELIOT CHAPPLE**, 101 Amherst St., Sarasota, FL 34232, (813) 371-2942. (24)

**ONE-LUNG ENGINE WANTED**, small water-cooled gas engine, 2-6hp, needed by TSCA West Michigan to power our old dory.

**JOE REISNER**, Marshall, MI, (616) 781-6974. (24)

**18' SWAMPSCOTT DORY** blt at Lowell's boat shop, comes w/Johnson 4hp long shaft, oars & oarlocks, thole pins, boat cover & trlr, \$3,000.  
**DON PIGEON**, Merrimac, MA, (508) 346-8479. (24)

**8' DINGHY**, FG over ply, new paint, no leaks, \$250.  
**DON PIGEON**, Merrimac, MA, (508) 346-8479. (24)

**BRITISH SEAGULL OB**, 3-1/2hp, \$350.  
**DON PIGEON**, Merrimac, MA, (508) 346-8479. (24)

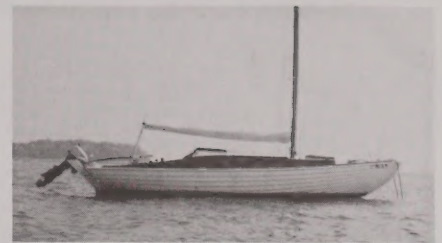
**18' OLD TOWN GUIDE CANOE**, wood/canvas, circa 1980. Like new. Always stored inside unheated garage. \$1,000 firm.  
**KEVIN SHEEHAN**, 12 Indian River Rd., Orange, CT 06477, (203) 537-0763 wkdays, (203) 795-5363 eves & wknds. (24)

**17' MARSH HEN**, vy stable 650 lb CB sprit rig sharpie. "Ragtop" design sails 6, camps 2 in grt comfort. FG '82 in super shape, latest cruise FL keys Feb '92. Moving west, will sell w/regret for \$3695, incl trlr & '89 OB.  
**FRED JOHNS**, Annapolis, MD, (410) 263-2559. (24)

**1937 OLD TOWN CANOE**, Model HW 17-0 w/sponsons & half-ribs. Compl restored 1992. Have history of canoe. \$1,250.  
**WALKER COLE**, P.O. Box 166, N. Berwick, ME 03906, (207) 676-9050. (24)

**15'7" REDMOND "WHISP"**. Professionally blt, mahogany on spruce, finished bright on inside, bronze oarlocks. Set up for rowing, used only twice, exc cond. \$450.  
**WILLIAM LUDTKE**, Rt. 1 Box 193, Gore, VA 22637, (703) 858-3233. (24)

**ARLUK II SEA KAYAK**, FG, vy gd cond. A fine touring kayak w/rudder, bulkheads, hatches fore & aft & deck rigging. \$1,000.  
**JIM TENNERMAN**, Cambridge, MA, (617) 924-6979. (24)



**25' DANISH FOLKBOAT**, 1957, lapstrake mahogany on oak, copper riveted. 1990 Evinrude 8hp OB, 12v battery powers running, masthead & anchor lights. Automatic & manual bilge pumps, anchors, porta-potti, etc. Main, jib, 3 spinnakers. Exc cond, nds interior cosmetics. \$4,500.  
**DAVE WILLIAMSON**, Cos Cob, CT, (203) 622-3103. (1)

**WANTED**: Seagull OB motors, running or not.  
**BOB MUGELE**, 1623 Augusta Way, Casselberry, FL 32707, (407) 695-6642. (24)

**PROPELLOR**, 2 blade, 16x17, RH, 7/8" bore, \$70.  
**WILLIAM RAY**, Wadsworth, OH, (216) 335-9244. (24)

**15' KAYAK**, fabric over varnished frame, in gd shape, make offer.  
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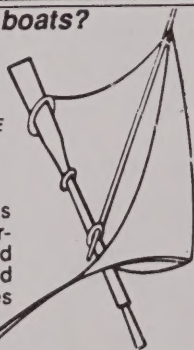
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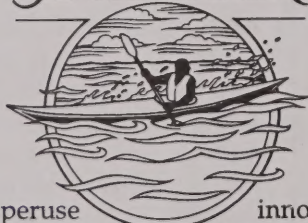
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### WATER BLOCK RESIN

#### General Description:

A standard epoxy resin which has been modified with a non-toxic diluent to reduce viscosity and improve flowability. As a result of this modification, Water Block Resin is ideally suited for marine applications.

#### Uses:

FILLING (when used  
with fillers)  
SHEATHING  
LAMINATING  
IMPREGNATING

#### Physical Properties:

Pounds per gallon: 9.2  
Flash point: 200°  
Color: Sun Dried Straw  
% Reactive Solids: 100°

### WATER BLOCK HARDENER FAST

#### General Description:

Water Block Fast Hardener is an accelerated curing agent. Ideal for encapsulating, repair putties, adhesives, and coating applications. Fast Hardener imparts limited flexibility to the Water Block Resin and is resistant to blushing and the formation of surface oils during curing.

#### Physical Properties:

Pounds per gallon: 8.1  
Pot Life: 6 to 9 minutes at 70°  
Mix Ratio: 2:1

### WATER BLOCK HARDENER SLOW

#### General Description:

Slow Hardener is similar to the Fast Hardener but allows a pot life 4x longer. Use Water Block Slow Hardener when extended working times are required.

#### Physical Properties:

Pounds per gallon: 8.3  
Pot Life: 40-50 minutes at 70°  
Mix Ratio: 2:1